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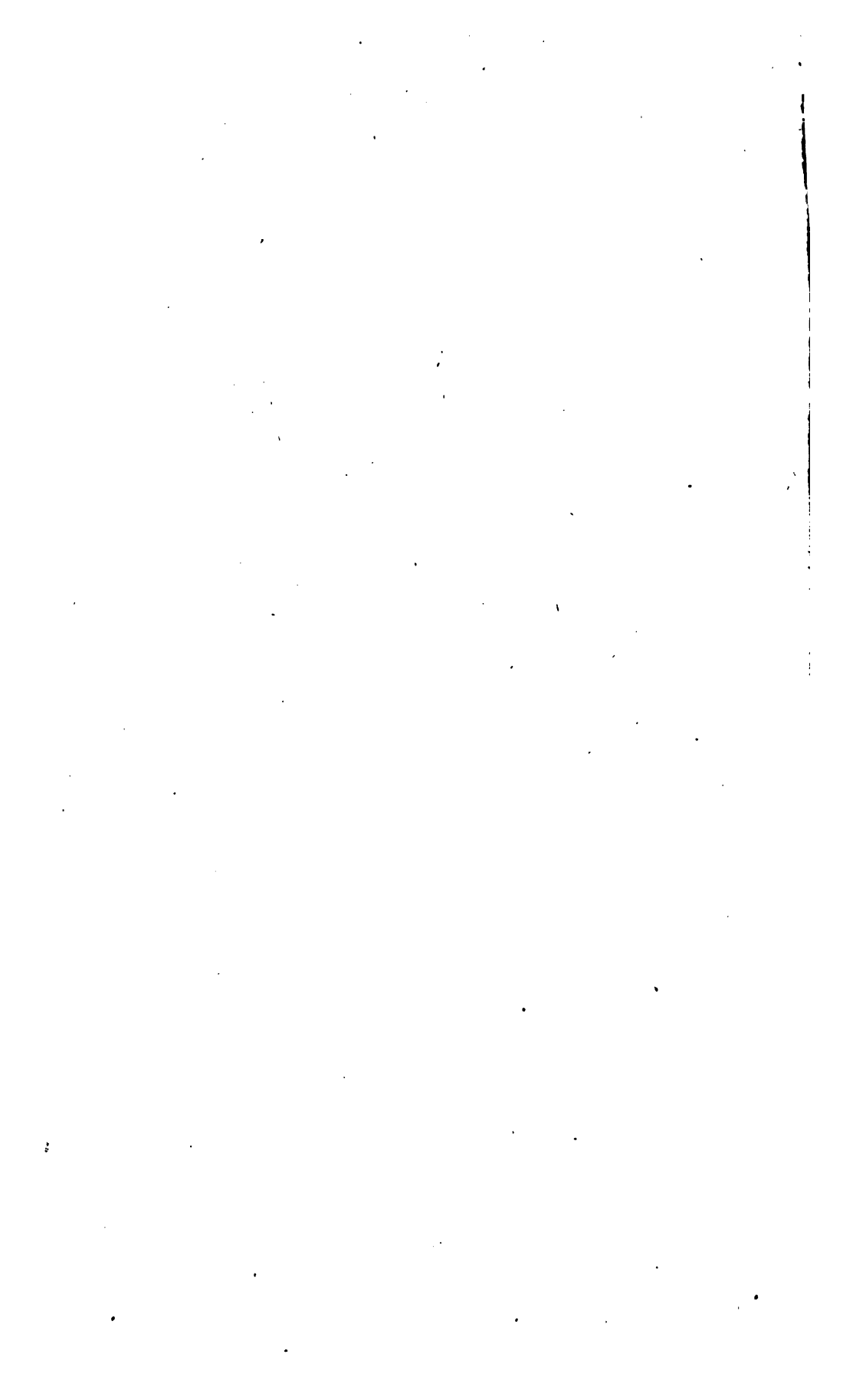
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THE NAVAL CHRONICLE.

VOL.

IV.



FROM JULY to JANUARY,

M D C C C I.

.....
*..... tumida aquora placat,
Collectasque fugat nubes, solemque reducit!*
..... Enid. Lith. 110.

LONDON.

Published by Bunney & Gold, Shoe Lane.

~~Wet 23.5~~

KF479

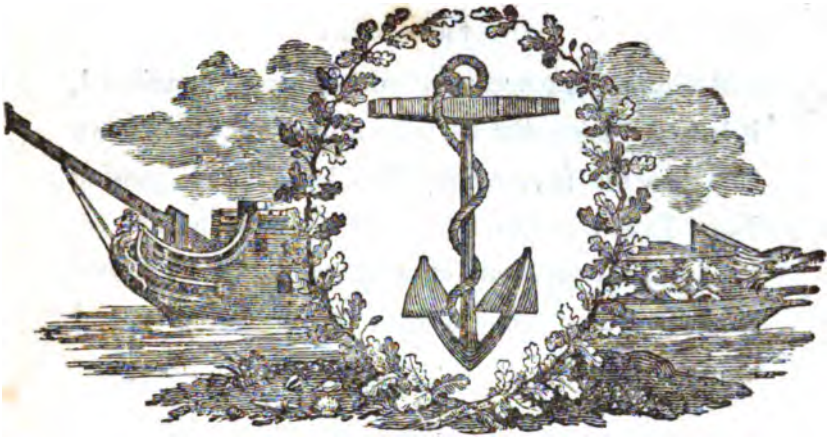
.876; June 26.

Minot Fund.

TO
THE RIGHT HONOURABLE
GEORGE JOHN EARL SPENCER,
VISCOUNT ALTHORPE,
MEMBER OF HIS MAJESTY'S MOST HONOURABLE
PRIVY COUNCIL
KNIGHT OF THE MOST NOBLE ORDER OF THE GARTER
AN ELDER BROTHER OF THE TRINITY HOUSE
AND FIRST COMMISSIONER FOR EXECUTING THE
OFFICE OF LORD HIGH ADMIRAL OF
GREAT BRITAIN,
&c. &c. &c.

This Work,
COMMENCED UNDER HIS AUSPICES,
CONTINUES, BY HIS PERMISSION,
TO BE INSCRIBED,
WITH THE MOST GRATEFUL RESPECT.





P R E F A C E

TO THE FOURTH VOLUME.

IT is said to have been remarked by a late celebrated critic and writer, Dr. Samuel Johnson, that if an Author took care to introduce his book by an elegant and entertaining Preface, it was not, nineteen times in twenty, of much consequence to him how the body of the work was executed.—Although there may be some truth in this observation with respect to literary works in general, yet the Editor of a periodical publication is totally precluded from this advantage. On the other hand, he claims one which is more useful to him perhaps, for he considers himself in general answerable only for a careful arrangement, and the selection of such materials as he thinks may prove most interesting, for the merit of which he is principally indebted to the labours of his friends, and not his own.

Acting on the necessary principle just mentioned, it has ever been the leading feature of the **NAVAL CHRONICLE** to record with fidelity every passing Naval Event, and to intersperse these with such remarks and collections of fugitive pieces on Naval Subjects as are thought most worthy to be preserved from oblivion.

Of the Biographical Memoirs, which occupy so considerable a part of the ensuing Work, as it were on one hand the height of arrogance to expect praise on account of their compilation, so on the other, the fidelity and impartiality with which, it is trusted, they are composed, may, it is hoped, entitle the arranger to the satisfaction of learning, that the several circumstances have been collected with no inconsiderable care and attention.

To avoid flattery, and to represent facts literally as they occur, should be the first objects of a biographer's care ; and if he is conscious to himself he merits no reproach from a neglect of those points, he may rest in tolerable ease as to any other species of censure.

The influx of temporary matter has caused the necessary postponement of some articles in the following collection, which it is hoped may be considered useful, instructive, and entertaining. The Illustrations

tions of Naval Tactics, drawn from the consideration of actual events, together with those of Naval History, have only been interrupted, and not relinquished. The subjects will be resumed, the instant a cessation of more immediately interesting matter shall render the measure advisable and proper.

The Editor and Proprietors would consider themselves as guilty of the blackest ingratitude, were they not to acknowledge, with the warmest sensations, the various and very interesting communications that they have received from their numerous friends. Conscious of having paid every attention in their power to the assistance they have received, they rest satisfied, without vanity or arrogance, in the expectation of a continuance of that favour and support which they have already experienced ; for they trust, they shall never forfeit that esteem and rank which they have the vanity to suppose they now hold in the opinion of their friends, by any alteration in the conduct which has hitherto been so liberally received and so handsomely rewarded.



PLATES IN THIS VOLUME.

	Page
A VIGNETTE TITLE , from a Design by Mr. WESTALL, representing BRITANNIA, supported by the <i>Trident</i> , standing firm amid surrounding Storms, engraved by HEATH.	
PLATE XXXVI. PORTRAIT of the Right Hon. Earl of ST. VINCENT. Engraved by RIDLEY, from a Painting by J. F. ABBOT, Esq.	1
XXXVII. REPRESENTATION of the Action off Cape St. Vincent, the 14th of February 1797, between the British and Spanish Fleets	47
XXXVIII. PORTRAIT of the Right Hon. Lord Viscount DUNCAN. Engraved by RIDLEY, from a Painting by J. S. COPLEY, R. A.	81
XXXIX. REPRESENTATION of the Action off Camperdown, between the English and Dutch Fleets, on the 11th of October 1797, Engraved by DODD,	123
XL. PORTRAIT of the Hon. SAMUEL BARRINGTON, Admiral of the White Squadron, and General of Marines. Engraved by RIDLEY, from a Painting by J. S. COPLEY, R. A.	169
XLI. REPRESENTATION of the Situation of the William Tell French Man of War, on the Morning of her Capture, in her Endeavour to escape from Malta. Engraved by DODD	233
XLII. PORTRAIT of Sir ERASMUS GOWER, Knt. Rear-Admiral of the White. Engraved by RIDLEY, from a Painting by LIVERSAY	257
XLIII. VIEW of the FRENCH FLEET, under Count D'Estaing, bearing down on the English Fleet, commanded by Rear-Admiral Barrington, at Anchor across the Mouth of the Bay of the Grand Cul de Sac, St. LUCIA, December 1788. Engraved by DODD	297
XLIV. PORTRAIT of Sir THOMAS PASLEY, Bart. Vice-Admiral of the Red Squadron. Engraved by ROBERTS, from a Painting by J. F. ABBOT, Esq.	350
XLV. VIEW of GIBRALTAR. The Portrait of a Bomb-Ketch on the old Construction, with the Fleet of Admiral Sir George Rooke standing into the Bay. Engraved by ELLIS, from a Drawing by Mr. PO-COCK	380
XLVI. PORTRAIT of Sir SIDNEY SMITH, Grand Cross of the Royal Military Swedish Order of the Sword, and Commander; from an original Painting; engraved by RIDLEY	445
XLVII. VIEW of the interior HARBOUR and PORT of BREST, by a FRENCH NAVAL OFFICER, and engraved by MEDLAND	483
XLVIII. A CHART of the ROAD and PORT of BREST, from an actual Survey	485

1. The first part of the document is a list of names and addresses, which appears to be a directory or a list of contacts. The names are written in a cursive script, and the addresses are listed below them. The list includes names such as "John A. Smith", "Mary E. Jones", and "Robert L. Brown".

2. The second part of the document is a list of dates and times, which appears to be a schedule or a log of events. The dates are written in a cursive script, and the times are listed below them. The list includes dates such as "January 1, 1900", "February 1, 1900", and "March 1, 1900".

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1. THE STATE OF TEXAS, County of EL PASO, do hereby certify that JOSEPH A. GARCIA is the duly qualified and acting County Clerk of said County.

[illegible]





The RIGHT HON^{BLE}

*Knight of the Most
Admiral of the*



EARL of ST VINCENT

*Hon^{ble} Order of the Bath
White Squadron*

Pub^d by Burrey & Gold Shoe Lane 1. August. 1800.



If it happens that a ship is to be brought up in a place where there is not sufficient room to tend her, reduce her headway as much as possible before she comes to her anchoring birth, so that a less scope of cable will bring her up.—Gust's Profiles of Working Ships.

BIOGRAPHICAL MEMOIRS OF

THE RIGHT HONOURABLE

JOHN JERVIS, EARL OF ST. VINCENT,

KNIGHT OF THE MOST HONOURABLE ORDER OF THE BATH,

AND ADMIRAL OF THE WHITE SQUADRON.

—Then you fill'd
The air with shouts of joy, and did proclaim,
When Hope had left them, and grim-look'd Despair
Hover'd with sail-stretch'd wings over their heads,
To me, as to the Neptune of the Sea,
They ow'd the restitution of their goods,
Their lives and liberties.

MASSINGER.

IT is difficult to pourtray with truth the characters of living persons. They may be compared to pictures drawn from the life, in which every feature must be somewhat heightened to obtain the reputation of similitude. The exaggeration of beauties and of deformities are, it is true, equally and alternately censured by friends and enemies; but if the likeness were exactly correct, it would be admired by none. The artist prefers, therefore, the approbation of half the world to the censure, or at least the cold neglect, of the whole; and sacrifices the fidelity of his portrait to the incorrigible

passions and inveterate prejudices of partial spectators. Time, however, the great corrector of all faults, softens down those asperities which the pencil had left ; spreads a sober tint over the brilliant lights, and mellows the shadows to a milder hue. A cool recollection of the original, and the comparison with other representations of the same object, aid us still further in the discovery of the truth, and the whole is at length exhibited to posterity with a degree of correctness which is almost always denied to contemporaries.

The noble person of whom we are to speak is a striking instance, perhaps, of the justice of these remarks. As an officer, he has been charged with too strict an adherence to that steady discipline which the wisdom of our forefathers, attentive to the public good, ordained in naval regulations, and from which a mistaken spirit of kindness in our time has, on some occasions, unseasonably relaxed : as a senator, he has been censured for what is called an uncertainty of political conduct ; in other words, for asserting, in his parliamentary life, an upright and dignified independence, equally unbending to Ministry and Opposition, equally inaccessible by interest or adulation : as a man, he has been said to maintain a gravity of deportment bordering on reserve and severity, because he has too much feeling, and too much sincerity to waste on knaves and fools those honest smiles, and that freedom of conversation, to which his friends, to whom he never denies them, have an exclusive right. Time will place these circumstances of character in a proper point of view ; while he who justly experiences the love and esteem of all who know him, joined to the gratitude of a nation, need not complain that he has not his share of this world's charities.

His Lordship is the descendant of an ancient and truly respectable family, settled in the county of Stafford : being the second and youngest son of Swynfen Jervis, Esq. Barrister at Law, some time Counsel to the Board of Admiralty, and Auditor of Greenwich Hospital. He was sent at a very early age to a celebrated school at Burton-upon-Trent, which he quitted, when ten years old, in consequence of his father having, in conformity to his own inclination, determined to

educate him for the sea service. The infancy of his naval life received the first rudiments of instruction under that truly amiable man, and gallant officer, the late Lord Hawke; and, having been rated a Midshipman about the year 1748-9, he served in that capacity on board the Gloucester, of 50 guns, the commanding Ship on the Jamaica station *. After an almost uninterrupted series of service, which, owing to the peaceable situation of public affairs, affords not sufficient interest to render a particular detail of it either necessary or amusing, he was promoted to the rank of Lieutenant †, and, not long afterward, selected by that admirable officer the late Sir Charles Saunders to serve on board his Ship.

He accompanied, accordingly, Sir Charles in the expedition sent against Quebec: an expedition which, though successful in its termination, displayed, for a considerable time, nothing but a series of disappointments, and difficulties, that, had they not been combated by the utmost exertion of human ability, gallantry, and perseverance, might have proved insurmountable. Soon after the reduction of the town, he was most deservedly advanced to the rank of Commander; and having returned to Europe, he proceeded, not long afterward, to the Mediterranean, as Captain, we believe, of the Albany sloop. His former Commander ‡, who had become intimately acquainted with the many excellent qualities he possessed, and which peculiarly fitted him to fill, with the highest honour to himself, and advantage to his country, the station of a Naval Commander, appointed him acting Captain of the Experiment, a post Ship, mounting 20 guns, during the indisposition of Sir John Strachan. This temporary promotion was extremely fortunate to Mr. Jervis, who, having been ordered out on a Mediterranean cruise, had the fortune to fall in with a very large xebec trader, Moorish colours, though it was very evident the whole of her crew was French.

* Bearing the broad pendant of the Honourable George Townshend.

† On the 19th of February 1755.

‡ Sir C. Saunders, who proceeded to the Mediterranean at the commencement of the year 1760, as Commander in Chief on that station.

The superiority possessed by the enemy in point of natural force was so great, that the event of the contest would at best have been doubtful, had not that enemy been resisted, on the part of the English, by the most consummate ability, joined to the most active intrepidity. The xebec, exclusive of the advantage she derived from her low construction, particularly in smooth water and those light winds, which prevailed at the time of the attack, mounted 26 guns of very heavy calibre, besides a considerable number of large swivels or pataroes. The crew, which was nearly three times as numerous as that of the Experiment, consisted of men selected from the hardiest class of society, on whom the appellation of desperadoes might be very aptly and justly bestowed. The grand objects of their ferocious minds were rapine and plunder. Lawless in their pursuits, insatiable in their avarice, and most intemperate in what they considered their pleasures, they attempted (instead of displaying that cool and dignified conduct which, when he contends on honourable terms, excites our admiration even of an enemy,) to dart on their prey with the savage spirit of vultures, thirsting to satiate their voracious appetites.

The conflict, though furious, was short; determinate bravery prevailed over fury; and the assailants considered themselves extremely fortunate in not being so disabled as to prevent them from taking the advantage of a light and favourable breeze of wind, which in all probability preserved them from a discomfiture much more serious, if not a capture. Captain Jervis, having returned to England, continued to command the Albany sloop till the thirteenth of October 1760, when he was promoted to the rank of Post Captain by commission appointing him to the Gosport, of 40 guns. He continued in this ship till the end of the war, very uninterestingly employed on the home service, where the lassitude with which hostilities were permitted to linger, through the want of the power of offence on the part of the foe, and the generosity of Britain in disdaining to take advantage of that fallen state, afforded no opportunity for the exertion of

the spirit of enterprize, however naturally it might wish to display itself in the service of its country. After having remained some time on the home station, Captain Jervis was ordered to the Mediterranean, whence he did not return till the conclusion of the war, and, being then paid off, held no subsequent command till the year 1769; when being appointed to the *Alarm* frigate, of 32 guns, he was again ordered to the Mediterranean.

The command of a frigate on a foreign station for three years, during a time of profound peace, cannot be supposed, according to the general course of events, to afford any materials sufficiently interesting to attract the notice of a biographer. Captain Jervis was not, however, a perfect example of the truth of this general observation. In the month of August 1770, being at Villa-Franca, he had the honour of entertaining on board his Ship the *Duc de Chablais*, brother to the King of Sardinia, who expressed himself most highly gratified at his reception*, having found, not improbably with surprise, that elegance of manners, and the most polished behaviour, were not incompatible with the character of a Naval Officer.

Not long after the return of Captain Jervis to England, where he arrived in 1774, he was promoted to the *Foudroyant*, of 84 guns: a Ship originally belonging to the French, and captured from them in the year 1758, by the *Monmouth*, of 64 guns. This appointment was a very convincing proof of the established and high reputation he had acquired in the service: for the *Foudroyant* was, with very great truth, considered the finest two-decked Ship belonging

* His Royal Highness showed the greatest curiosity to be informed of the use of every thing he saw. He desired the chain-pumps to be worked, and a gun to be exercised, and between the several motions made the most pertinent remarks. Having satisfied his curiosity, he testified his gratification by the magnificent presents he made on that occasion. To the Captain he gave a diamond ring, enclosed in a large gold snuff-box; to the two Lieutenants a gold box each; to the Lieutenant of Marines who mounted the guard, the Midshipman who steered his Royal Highness, and those who assisted him up and down the Ship's side, a gold watch each, one of which was a Paris repeater, and another set with sparks, together with a large sum of money to the Ship's company. His Royal Highness stayed about two hours, and was saluted on his going aboard and coming ashore with one and twenty guns.

to the British Navy. His occupation from the time of his having first received his commission for this Ship was by no means suited to the dignity of his character and the abilities he confessedly possesses : for, owing to the multitude of frigates and sloops of war which the dispute with the American colonies rendered it expedient should be kept on their coast, it had become necessary to employ Ships of the line as cruisers in the Bay of Biscay, in order to prevent, as much as possible, all intercourse between the revolted States and France : as on French assistance the colonists placed their principal dependence for support; and for those stores, without a supply of which they could not possibly have carried on the contest.

Fortune, as if she had frowned indignant at the degradation both of the Commander and of the Ship itself, employed on a service that was much better suited to a sloop of war or a privateer, appears to have afforded him only one opportunity of making a capture ; and even that was * as ignoble as would be the destruction of a mouse by the fangs of a lion : but the unwarrantable interference of the court of France in a dispute which was of a peculiar nature, and which demanded their neutrality beyond every other case that could possibly have been framed, raised Captain Jervis, though at the expence of his country's welfare, into a situation better suited to both his talents and (waving the cause which gave birth to the effect) his inclination.

The Foudroyant being ordered to join the fleet equipped for Channel service, under the command of Admiral Keppel, Captain Jervis was selected by that gentleman to be one of his seconds ; and it were almost a needless piece of information, considering those subsequent occurrences in his life with which the whole world is intimately acquainted, to say that he distinguished himself to the utmost extent the existing circumstances of the action permitted : his gallantry not only reflected honour on himself, but may be considered as having

* The Finch, an inconsiderable vessel, bound from Nantz to Boston, with a cargo of arms and clothing, taken in the month of May 1777.

been in no small degree instrumental to the preservation of many lives from among his people *, which must have been lost had the force of his attack been less animated. The enemy shrunk from him in dismay, and left him, in more instances than one, disabled as he was, to enjoy the empty honour of defeating him ; while the situation in which he was placed (as one of a community in which all the members were to regard the advantage of each other, and not seize, at the expence of irregularity, any opportunity of adding to their own peculiar fame,) prevented him from pursuing the blow he had struck, and completing his triumph by that unequivocal conquest—the surrender of his enemy. The evidence that he gave during the subsequent trial was spirited, and impartial. It proved him animated only by the strictest attention to what he considered that duty which he owed to his country, without conforming to the opinion, or entering into the views of any party whatever †. He continued uninterestingly employed

* The *Foudroyant* had five men only killed, and eighteen wounded.

† Indeed it is impossible to convey a better idea of his Lordship's character and opinion relative to that engagement than by the following extracts from the clear, consistent, and pointed testimony, which he gave upon the court martial called upon Admiral Keppel.

Upon the following questions being put by the Admiral :

Question. Your station being nearest me during the pursuit of the enemy, and after the action, which gave you an opportunity of observing my conduct, and of seeing objects nearly in the same point of view with myself, I desire you will state to the Court any instance, if you saw or knew of any such, in which I negligently performed my duty on the twenty-seventh or twenty-eighth of July.

Ans. With great respect to you, Sir, and deference to the Court, I hope I shall be indulged with having that question put by the Court.

The Judge Advocate, *mutatis mutandis*, then put the question.

Ans. I feel myself bound to answer that question ; I believe it to be consonant to the general practice of sea courts martial.—I cannot boast of a long acquaintance with Admiral Keppel ; I never had the honour of serving under him before ; but I am happy in this opportunity to declare to this Court, and to the whole world, that during the whole time that the English fleet was in sight of the French fleet, he displayed the greatest naval skill and ability, and the boldest enterprise, upon the twenty-seventh of July, which, with the promptitude of Sir Robert Harland, will be subjects of my admiration and imitation as long as I live.

From the evidence given upon this trial it appears, that the *Foudroyant*, which had got into her station about three, and never left it till four the next morning, was very closely engaged, and in a most disabled state. Her main-mast had

on the various services allotted to the home or Channel fleet; commanded in succession, after the resignation of Mr. Keppel; by Sir Charles Hardy, Admirals Geary and Darby. The absence of an enemy precluded a possibility of contest; and the events of war, so far as they regarded this consequential armament, were confined merely to a dull monotony of carrying into execution every service on which it was ordered, without ever beholding a foe, at least any one that merited so dignified an appellation.

In the month of April 1782, a slight interruption was given to this long continued scene of tedious inactivity. Intelligence having been received, that a French armament, consisting of four or five Ships of War and several transports, were ready for sea at Brest, destined for the East Indies; a squadron, consisting of several Ships of the line, was ordered out, under the command of Vice-Admiral Barrington, for the purpose of intercepting them. The experiment proved in a great measure successful; and the most brilliant part of that success was attributable to the activity and spirit of Captain Jervis. The part he so honourably bore in this affair will be best explained by the account given by his Commanding Officer of the transaction, and that singular method he adopted of doing honour to his gallantry, in declining to give any other account of the transaction than what had been, in such modest terms, transmitted to him by Captain Jervis himself.

received a shot very near through the head, which lodged in the cheek, and passed through the heart of the mast, and several other shot in different places; her foremast had also received several shot; a large excavation had been made in her bowprit near the centre; the fore-top-mast was so disabled, that it was totally useless; every rope of her running rigging cut, and her shrouds demolished; no braces or bow-lines left, and scarcely any halyards, forestay, spring-stay, and top-sail ties; and the foot rope of the fore-top-sail shot away: her sails also were very much shattered.

In this shattered state, the Foudroyant was not in a condition to chase; but she kept her station next the Victory as far to windward as possible: "*I was covetous of wind,*" said this brave officer; "*because, disabled as I then was, I conceived the advantage of the wind could carry me again into action.*"

Being asked some questions relative to the position of the Vice-Admiral and his division, his Lordship pointedly replied: "*he was not a competent judge of that part of the fleet; he was very attentive to the Admiral.*"

Extract of a Letter from the Honourable Vice-Admiral BARRINGTON to Mr. STEPHENS, dated on board the Britannia, at St. Helens, the 25th of April 1782.

I have the pleasure to acquaint you, for the information of my Lords Commissioners of the Admiralty, that on the twentieth instant, Ushant bearing N. E. half E. twenty-three leagues, at one P. M., I perceived the Artois, Captain Macbride, with a signal out for discovering an enemy's fleet, but at such a distance, that it was with the utmost difficulty I could distinguish the colour of the flag. It was then calm; but a breeze soon springing up, I made the signal for a general chase, the enemy at such a distance, that I could but just discover them from the Britannia's mast-head at three o'clock. At the close of the evening seven of our Ships had got a good distance ahead of me, the Foudroyant, Captain Jervis, the foremost; and in the night, it coming to blow strong with hazy weather, after having lost sight of his companions, at forty-seven minutes after twelve brought the Pégase, of 74 guns and 700 men, to a close action, which continued three quarters of an hour, when the Foudroyant having laid her on board on the larboard quarter, the Frenchman struck. My pen is not equal to the praise that is due to the good conduct, bravery, and discipline of Captain Jervis, his officers and seamen, on this occasion; let his own modest narrative, which I herewith inclose, speak for itself.

The next morning soon after day break, the wind then at south, blowing strong, it shifted in an instant to the west, and with such violence, that it was with difficulty I could carry my courses to clear Ushant, and get the Channel open; which being accomplished by noon, I brought to, and remained so until the evening of the twenty-second, to collect the squadron.

By the accounts of the prisoners, there were eighteen sail laden with stores, provisions, and ammunition, under the convoy of the Protecteur of 74 guns, Pégase 74, L'Andromache 32, together with L'Actionnaire, a two-decker, armed *en flute*, all bound for L'Ile de France. They left Breit the nineteenth instant.

I cannot pretend to give their Lordships a particular account of the number of prizes taken, but must refer them to that which they may receive as they arrive in port, though I believe there are ten at least.

Proceedings of his Majesty's Ship under my Command from the 20th instant.

Near sun-set on the twentieth, I was near enough to discover, that the enemy consisted of three or four Ships of war, two of them at least of the line, with seventeen or eighteen sail under their convoy, and that the latter dispersed by signal. At half past nine, I observed the

Vol. IV. c

smallest of the Ships of war to speak with the headmost, and then bear away. At a quarter past ten, the sternmost line of battle Ship perceiving we came up with her very fast, bore up also. I pursued her, and at forty-seven minutes after twelve brought her to close action, which continued three quarters of an hour, when having laid her on board on the larboard quarter, the French Ship of war *Le Pegase*, of 74 guns and 700 men, commanded by the Chevalier de Cillart, surrendered.

The discipline and good conduct of the officers and men under my command will best appear by the state of the killed and wounded, and of the damages sustained in each Ship.

I am happy to inform you, that only two or three people, with myself, are slightly wounded; but I learn from the Chevalier de Cillart, that *Le Pegase* suffered a great carnage, and was materially damaged in her masts and yards, the mizen-mast and foretop-mast having gone away soon after the action ceased.

It blew so strong yesterday morning, that I with difficulty put eighty men on board the prize, but received only forty prisoners in return; in performing which I fear two of our boats were lost. The disabled state of the prize, together with the strong wind and heavy sea, induced me to make the signal for immediate assistance, which Commodore Elliot supplied, by making the Queen's signal to assist the disabled Ship.

At eight o'clock last night, they bore S. S. W. four miles distant from us. We lay to till ten in hopes of their joining; but not perceiving them we bore up, and ran N. E. twenty three miles till day-light; when seeing nothing of them, we brought to, and at half past eight made sail to join the squadron.

By all I can learn from the prisoners, this small squadron, composed of *Le Protecteur*, *Monsieur de Soulange*, *Commodore*, *Le Pegase*, and *L'Andromaque* frigate, was making a second attempt to proceed on an expedition to the East Indies. Some of the troops having been before captured under that destination by the squadron under the command of Rear-Admiral Kempenfelt, in the presence of the above-mentioned Ships of war.

Foudroyant, April 23, 1782.

J. JERVIS.

The wound of which Captain Jervis makes such trivial mention in his preceding narrative was occasioned by a splinter, which struck him on the temple, and so severely affected him, as to endanger his eye sight: nor have the consequences ever been completely removed since that time. His gallantry did not pass unnoticed or unrewarded by his Sovereign, who,

on the twenty-ninth of May following, invested him with the most honourable Order of the Bath. Sir John Jervis, as it now becomes incumbent on us to call him, continued to retain the same command till the month of November following, having, during the interval, attended Earl Howe, who was sent at the head of the main or Channel fleet to relieve the important fortress of Gibraltar, which was then very closely pressed on the land side by a very powerful Spanish army, while at the same time the combined armaments of France and Spain, amounting to nearly fifty Ships of the line, attempted to block it up by sea*.

Immediately on the return of the fleet to England, Sir John quitted the *Foudroyant*; and being advanced to the rank of Commodore, hoisted his broad pendant on board the *Salisbury*, of 50 guns, being chosen to command a small squadron, which was to have consisted of nine or ten Ships and vessels of war, with a number of armed transports, and was destined on a secret expedition. The sudden, and almost unexpected cessation of hostilities which took place immediately after he had received this appointment, necessarily superseded the necessity of carrying the object of it into execution. Sir John struck his pendant, but only exchanged, after a very short interval of retirement, one active scene of life for another.

At the general election which took place 1784, he was chosen representative in Parliament for the town of North Yarmouth, and soon proved that his abilities and general intelligence in the capacity of a Legislator, were little, if at all, inferior to those he had displayed in the station of a Naval Commander. Whatever difference of opinions some men might affect to hold in regard to his political conduct on certain questions which militated against the principles which they themselves professed, his countrymen in general, and that abstract part of them connected with the Naval Service, can never reflect on his behaviour when any question was

* See Vol. I. p. 17.

agitated in the smallest degree connected with it, without effusions of gratitude, admiration, and delight.

The firmness with which he opposed a romantic, extravagant, and most expensive scheme, for fortifying the different dock-yards, will stand a lasting proof to the latest posterity of his attention to the honour of the service; and his humane exertions on the part of Captain Brodie*, of his no less strong regard to its worldly interests. On the twenty-fourth of September 1787, a promotion of Flag Officers took place, in consequence of which Sir John became advanced to the rank of Rear-Admiral of the Blue, as he afterwards was, on the twenty-first of September 1790 †, to the same rank in the White squadron. A dispute with the Court of Spain, relative to Nootka Sound, had, for some months previous to the last promotion, rendered it more than probable that a rupture would take place. A formidable armament was accordingly equipped, to be in readiness for immediate action the moment such an event should take place. The chief command was given to Admiral Barrington; and Sir John most readily accepted of the highly honourable station of first Captain, or Captain of the Fleet, under his old friend and commander. The supposed impending storm of war dispersing quietly, without rising into a tempest, Mr. Barrington struck his flag in the month of November; and Sir John taking upon himself the command of the fleet till the whole should be ordered to be dismantled, hoisted his own proper flag on board the same Ship (the *Barrleur*) which had in the first instance been appointed for the Commander in Chief. The certainty of a continuance of peace soon produced the same effect with regard to Sir John that it had done to Admiral Barrington; and after that time he most diligently and uninterruptedly confined himself to his senatorial duties till the month of February 1794. He then accepted of the com-

* See Vol. III. page 103.

† In the month of May he was, in consequence of the general election which then took place, chosen representative in Parliament for the borough of Chipping Wycombe.

mand* of a squadron equipped for the West Indies, and destined to act in conjunction with a formidable land force, sent thither at the same time, under Sir Charles Grey against the French settlements in that quarter.

The whole armament having rendezvoused at Barbadoes, operations were immediately commenced by an attack on the valuable island of Martinico. It fell after a short, but very vigorous contest: and this success proved the prelude to as speedy a reduction of the islands of St. Lucia and Guadaloupe. Thus did Great Britain, almost with astonishment, behold herself in possession of all the French colonies in that quarter, nor did there appear the smallest probability that any of them could ever be wrested back from her during the continuance of the existing contest. Strange however, and almost incredible, are the events of war: a petty armament, not exceeding four Ships of war, the largest mounting only fifty guns, and five transports having on board about 1500 troops, had the address and good fortune to elude the vigilance of the British Commanders, and reach Guadaloupe in safety.

This event, so totally unexpected, gave a sudden and fatal turn to the issue of the campaign. But the reverse of fortune was not attributable in the slightest degree to any neglect or misconduct of the two gallant conquerors, whose exertions had hitherto been so uninterruptedly crowned with success. Not the smallest information had reached them that such a force was on its passage; nor, considering the state of the French navy at that time, contrasted with that of Britain, could it have been deemed probable, or perhaps possible, that France could have been rash enough to expose a squadron which, inconsiderable as it was, proved of no small public value, to the double risk of being captured the instant it quitted its own ports, or, should it escape that first danger, of being exposed to a second no less formidable, ere it could arrive at its place of destination.

* On this occasion he vacated his seat in parliament. On the first of February in the preceding year he had been advanced to the rank of Vice-Admiral of the Blue squadron.

Its safe arrival, however, and subsequent success, may serve as a very useful and instructive lesson to mankind, that the events of war frequently defy the utmost human sagacity, being conducted and governed by the hand of Providence alone.

This reverse of fortune furnished an opportunity for various discontented persons, many of whom smarted under that rigid conduct of the Commanders in Chief towards them, which their own behaviour had occasioned, to join that description of people in England, which exists in all countries whatever, ready to seize every opportunity of aggravating misfortune, though by the most unjustifiable means. To clamour succeeded unjust accusation; and to the latter an acquittal, unequivocal, and most highly honourable. The charge itself, as well as the refutation of it, cannot by any other means be made so clearly appear, as by the following letter; which, long as it is, will interest the reader sufficiently to repay the trouble of attention, and which it would be an act of the highest wrong to the injured honour of the Commanders to abridge in the smallest degree.

TO HIS GRACE THE DUKE OF PORTLAND.

MY LORD,

We take the liberty of troubling your Grace on the subject of the memorials which have been presented to your Grace by the West India planters and merchants, and others, respecting our proceedings and conduct as Commanders in Chief, upon and subsequent to the conquest of the French West India Islands. Some of those memorials were presented during our commands in the West Indies; and if we are correctly informed, they were preceded by personal communications made to his Majesty's Ministers upon the authority of private letters from merchants and traders in the West Indies. How far these representations and memorials have been acted upon by his Majesty's Ministers, we are uninformed; but from the nature of the allegations contained in them, and the objects which the memorialists profess to have in view, we assure ourselves that they cannot be countenanced; if they are, it places us in this singular dilemma, that in the discharge of our public duty, as Commanders in Chief in the West Indies, we could not avoid either disobeying the instructions and frustrating the views of his Majesty, or exposing ourselves to censure, by

disappointing the wishes and expectations of merchants and traders connected with the West Indies.

The West India merchants appear to be apprehensive only of the consequences which may result to them from any precedent established by our conduct upon which the French Government may act towards them in case of a reverse of fortune.—“Should the fortune of war,” they say, “be reversed in that quarter, and any of the British islands be captured by the enemy, (an event to be apprehended from the reduced state of the British forces in those islands, and from the untoward accidents which have prevented the departure of the reinforcements provided,) retaliation, however temperate in its principle and extent, will be little short of total ruin to the fortune of your memorialists, and to a very considerable portion of his Majesty’s subjects.”

The ground upon which this complaint is founded, we take to be totally distinct from that which has been more generally and most loudly urged (which we shall observe upon afterwards), viz. that the property of emigrants, or those who were friendly to the British Government, and contributed their assistance as far as they were enabled, or allowed to do, to the conquest of the French Islands, were subjected to indiscriminate confiscation. The fear of retaliation must arise not from our treatment of the enemies, but of the friends of the French Government. The apprehension stated is, that in case of a reverse of fortune, that Government may treat our subjects as we have treated theirs. To this we can give no other answer, than that the peculiar nature of the war, and the orders transmitted to us by his Majesty’s Ministers, left us no discretion as to the treatment either of that Government or its supporters. Upon a reference to our secret instructions, your Grace will perceive that Government to be represented as an usurpation, having no legal authority, and its supporters as rebels and traitors. We are directed by an order of Council to prevent foreigners resorting to the islands without licence, and that order by a letter from one of his Majesty’s confidential servants is explained, as “clearly marking the intention of the British Government to keep out of the conquered islands all persons whose principles were in the least degree to be suspected;” and he adds, “I hope you have driven out of them all persons of this description.” We certainly acted in conformity to the policy here laid down in many instances. The subjects of the French Government, or the pretended National Convention, as it is termed in the proclamation, were, in many instances, sent away, and their estates sequestered: this became necessary for the security of those islands, which, in all our letters and instructions, we considered ourselves directed to secure as a permanent acquisition to the crown of Great Britain. It became the more necessary, as our force became

weaker; but for the precedent established by these proceedings, we are not responsible; and to the sequestered estates receivers were immediately appointed for the benefit of Government; they still continue, we believe, to receive for Government the profits of those estates from which the captors have in no one instance derived any advantage or emolument of any kind to themselves.

Having made these observations on the principles avowed by the memorialists, we must beg leave to call your Grace's attention to a statement of our proceedings in the conquered islands.

For a detail of our proceedings in the conquest of the islands, we must beg leave to refer your Grace to our public and private dispatches. His Majesty's forces were resisted in all of them so long as resistance was practicable. No town or district, nor any body or description of the inhabitants, ever signified an intention to accept or accede to the terms of the proclamation of the 1st of January 1794. On the contrary, in many places the inhabitants manned batteries to oppose the attack of his Majesty's troops, and in every other respect contributed to resist them; they even fired upon our flags of truce. Upon the conquest of islands under such circumstances, we conceived it to be our duty to secure such property as appeared to us unquestionable booty. We apprehend it was our duty to do so upon two grounds, viz. 1st, To protect the rights of his Majesty; 2dly, To secure to the officers and seamen and soldiers such booty as his Majesty had, or might think fit to grant them as a reward for their services. The booty taken on shore we conceive to be given to the navy and army by his Majesty's separate instructions to Sir Charles Grey, and by Mr. Secretary Dundas's confirmation of our plan of division of booty in his letter to Sir Charles, of the 7th of March 1794. This idea was communicated to the army in public orders, with a view to encourage the troops, and promote good discipline, by removing all inducement to plunder.

Having submitted to your Grace our ideas respecting booty, we request your Grace's attention to the nature and extent of the seizure actually made. The principal estates in the island were in the possession of Republican agents, as confiscated property, and the produce had been sent to the towns of St. Pierre and Fort Royal (which were both taken by assault) in order to be shipped to France, or otherwise disposed of on account of the Republic. The planters resident on the island had likewise sent produce to St. Pierre, to be shipped or sold. The former description of property we considered as belonging to the French Government, and as such, to be lawful prize. The latter we considered as subject to confiscation, in consequence of the proprietors having either resisted his Majesty's forces, or declined accepting the terms offered by the proclamation of the 1st of January. The towns

being taken by storm or assault, the property in them, according to the common practice of war, was exposed to plunder; but the troops were restrained from any act of that kind; by the assurances given them that they would be much more benefited by a fair and equal distribution of booty, than by indiscriminate pillage. Under the circumstances in which the towns were taken, it was the opinion of the navy and army that all the property found in them was to be considered as prize or booty. We declined sanctioning seizures to this extent; but being of opinion that the produce of the island found at St. Pierre, was unquestionable prize, as belonging either to the Republican Government, or to individuals who had resisted the British forces, or rejected the terms offered by the proclamation of the 1st of January, we directed the seizure of it. No other private property of any description was molested. Although the town of St. Pierre was taken by assault, yet, the shops in it were publicly open the next day, and the inhabitants employed in disposing of their property and transacting their business as usual. The provisions and necessaries supplied to the navy and army, were regularly paid for, and every species of general merchandize (provisions included) was left in the uncontrolled disposition of the inhabitants. The property seized on shore consisted only of the following articles, the produce of the island, viz. sugar, cocoa, coffee, cotton, and cassia.

At the time of the seizure, no man intimated the smallest doubt either of the legality or propriety of our conduct; on the contrary, it was the general opinion, that, in point of strictness, all the moveable property in the island was liable to seizure: in this opinion we have since been confirmed by better advice than any we could then obtain. Your Grace will not suppose us to have deliberately weighed in legal balances every measure we took in executing the arduous services committed to our care; if that had been expected from us, we ought to have been furnished with learned civilians as advisers or assessors. Unassisted as we were with any legal advice, we are extremely happy to find, that instead of exceeding, we have fallen very far short of exercising to their legal extent, the rights of the crown, in seizing the booty which fell to the disposal of his Majesty.

If your Grace will have the goodness to refer to the representations first made by the merchants to his Majesty's Ministers upon this subject, you will find that the complaints against us were originally suggested by British adventurers, who went to Martinique for the purpose of purchasing prize property, and who found themselves extremely disappointed, upon discovering that the captors had taken such measures as were most likely to obtain a fair price for it. Many of these adventurers had been long in the habit of carrying on commerce with

the French islands, (whether illicit or legal, is not for us to determine,) and were deeply connected with merchants and planters in Martinique, who, by their resistance to the British forces, or by disregarding the proclamation of the 1st of January, had subjected their property to confiscation. By way of reminding your Grace of the source of these complaints, and of the regard paid by the persons making them to truth and candour, we beg leave to submit to your Grace's perusal, the following extract from one of the first representations sent to this country upon the subject, and which we are informed was laid before his Majesty's Ministers on an authority not to be questioned.

Extract of a Letter to Messrs. GEORGE BAILLIE and Co. from their Correspondent at St. Vincent's, dated 14th of April 1794.

" Our Mr. ——— only returned last night from Martinique, where he went to see what could be done in the way of speculation. He found a wonderful collection of people from all the islands, but every one equally disappointed. All the produce on board the vessels and in the stores, even to the length of powder and pomatum shops, are confiscated.

" The sale began with sugar on the 10th day. Fine clayed sold from 60 to 67 per cwt. and being captured goods, goes home subject to the foreign duty. The produce has been all appraised by gentlemen from the different islands; and it's the direction from the Admiral and General, that the agents do not let a cask of it be sold under that appraisement: so the full value will be obtained otherwise. It is bought in for the capturers, and it is thought the greatest part will fall into their own hands; they so much expect so themselves, that the Ships will be the last of the sales, in order that they may buy in what is wanting to carry home the produce. After this is all over, the sum of 250,000l. sterling is to be demanded from the towns in Martinique; and all the produce on estates made previous to the day of surrender, is to be made prize of. Such extraordinary plunder (for we cannot give it a better name) was never known before on the like, or any other occasion, in civilized countries. At St. Lucia they are to levy immediately the sum of 300,000l. sterling, in lieu of every thing else, and no produce of any kind to be shipped off the island by the inhabitants, until this money is raised; so that, independent of half the ruin of the people in both places, no payments can this year be expected by the merchants in the English islands, who have very large sums due to them for Negroes, &c. sold before the war."

No man who reads this letter can be at a loss to discover the motive in which it originated. After all the reprobation it contains of the conduct of the captors, and the wonderful degree of philanthropy dis-

played for the unfortunate sufferers, it shews a pretty strong disappointment at the writer's not being able to derive advantage from the plunder he execrates, by purchasing it at an inferior price. In short, if the captors had permitted the adventurers, who wished to speculate in the captured property, to have purchased it at half its value, the confiscation would have been approved by them, and the complaints now urged against us would never have been heard of. It never occurred to the inhabitants of the islands, that any thing more had been done by the captors than what was usual in similar cases, or that complaints to his Majesty's Ministers would be likely to benefit them, until these notions were instilled into their minds, with a view to gratify the resentment, and promote the interested views of disappointed British adventurers. But independent of the very laudable motives in which the representation just stated originated, the essential parts of it are in point of fact totally false. Instead of all the produce in the stores at St. Pierre, even to the "length of powder and pomatum shops," being confiscated, not a single ounce of property of any description, except the produce of the island found in the town, was molested. We were so rigid in enforcing a strict discipline in the army, that two men, who had acted in breach of orders in plundering, or attempting to plunder some of the inhabitants of St. Pierre, were tried by a Court Martial, convicted, and executed.—What is said as to all the produce of the estates made previous to the capture of the island, being taken as prize, is equally unfounded in fact, as not a single hogshhead of produce was taken from any of the plantations. As to the allegations respecting the contributions intended to be levied on the islands of Martinique and St. Lucia, we shall presently take the liberty of requesting your Grace's attention to a correct statement of the facts. From the instance we have given of the regard paid to truth in the representations made from the West Indies, your Grace will not be surprised at those statements being followed up by memorials from the merchants and agents here, equally unfounded in fact and destitute of candour.

The transactions which we have hitherto detailed or referred to, relate principally to Martinique, that being the only island from whence the captors have derived any advantage from the captured property. After the conquest of that island, St. Lucia was the next object of attack, and was regularly summoned to surrender. The summons was rejected. The British troops landed in different places on the first of April 1794, and all the different forts and batteries were completely taken possession of on the fourth. But although there was no force on the island to make an effectual resistance against that sent to attack it, and the inhabitants had known for near three months that it would

be attacked, yet every resistance was made that the force of the island was capable of; and no town, fortress, or any description of the inhabitants, either capitulated, surrendered, or proposed surrender, upon the terms offered in the proclamation of the first of January. The island being conquered by force, the navy and army did not consider the inhabitants as entitled to the terms offered by the proclamation; but on the contrary, as liable to be treated as enemies, and subjected to all the consequences of conquest. Under this impression the navy and army conceived they had a right to treat all the produce of the island that had been manufactured, and sent to the town of Castria (the shipping port), and also that upon the plantations in the possession of the agents of the Republic, as liable to confiscation, which, at the time of the capture, extended to a considerable part of the crop of the year. Some merchants, who had been appointed by the Commanders in Chief to act as prize agents, suggested to the principal planters and merchants, that it would be a beneficial measure for them to offer the navy and army a sum of money to waive their claims to a confiscation of the produce; and that it would easily be raised by way of assessment or contribution, on the different towns and estates in the island, in proportion to their property or value, and paid by instalments, at different periods. Two commercial houses in Grenada, that were very much connected in St. Lucia, took an active part in promoting this arrangement.

The first sum mentioned as an equivalent for the captors waiving their claims to all confiscation whatever, was 300,000*l.*; which fell infinitely short of the value of the colonial produce then upon the island. This sum was, however, by negotiation and explanation, reduced to a moiety; and an agreement was entered into by the principal inhabitants for the payment of 150,000*l.* by instalments, viz. 50,000*l.* in 1794, the like sum in 1795, and the remainder in 1796. The houses of Baillie and Co. and Munro and Co. of Grenada, proposed to come forward as sureties for the island, and to give bills on London, dated August 1794, payable at six months sight, for the amount of the first 50,000*l.* This proposal, which held out to the captors the certainty of a large sum of money, without the trouble attending the seizure, condemnation, and sale of enemy's property, was accepted under the idea that they would experience no farther trouble or difficulty about it. The gentlemen who had proposed to give bills for the money, suggested from time to time such orders or proclamations as they thought would be most likely to carry into effect the arrangement agreed upon; but instead of the captors deriving any advantage whatever from this plan of a contribution, not a single shilling ever did, or will come into their hands from it. Instead of gaining any thing, the

captors were completely defrauded of every ounce of property taken on the island, except the arms and military stores that were applied to the service of the public. So far from having pillaged or plundered the inhabitants of St. Lucia (with which they are charged), the captors have not, to the present hour, received, nor have they any probability of receiving a single farthing arising from prize or booty taken on shore, except the value of the military stores. We believe a sum of 10,000*l.* or 12,000*l.* was collected in the island in part of the proposed contribution, and towards payment of the first instalment thereof; but not one shilling of it was ever received by the captors; and upon its being intimated to us that the receipt of any sum of money under the denomination of contribution would not meet with his Majesty's approbation, we directed whatever had been collected to be returned, which was accordingly done in November 1794. Supposing our conduct originally acceding to the idea of a contribution to have been ever so unwarranted by the practice of war, and the law of nations, (which we apprehend is not the case,) yet we have been very unfairly dealt with by the inhabitants of St. Lucia and their instigators: for, not content with securing the property which was clearly liable to seizure and confiscation, and afterwards getting relieved from the contribution which was proposed as the consideration for restitution, they have loaded us with every species of odium and reproach, which the most rigid exaction of the contribution, or the most general confiscations, could have excused. In all the representations made from the West Indies, and followed up by memorials to his Majesty's Ministers, the intention has been substituted for an act, and urged against us as such, even long after it was notorious that the idea was totally abandoned. In doing this, the memorialists anxiously suppressed the immense property liable to confiscation, which was given up by the captors, who certainly have the greatest reason to complain. The value of the property found on shore, which was fairly to be considered as prize or booty, was very large: the captors have been defrauded of the whole of it by an insidious offer of a contribution, their acceptance of which is afterwards turned against them as an exaction of the most tyrannical kind. In acceding to the idea of a contribution, they lost sight of their real interests. They did not foresee the fraud artfully meditated to be practised upon them; they did not foresee that letting the property escape without any present or actual consideration for it, they gave time for partial and *ex parte* representations against them, and gave those into whose snare they had fallen, an opportunity of procuring a revocation of the whole proceedings; by permitting the removal of the prize property, the captors furnished the inducement, at

the time they removed all ground for the clamour that has been raised against them.

The preparatory arrangements gave time to ship away the produce that was the subject of confiscation ; and the period stipulated for the first payment, gave an opportunity for a communication with the mother country, so as to try whether by calumny and clamour, supported by falsehood and misrepresentations, a disapprobation of the measure on the part of Government could be obtained. The plan so completely succeeded, that the only result experienced by the captors from the projected contribution, is a heavy expence charged by some of the agents who first planned and then defeated it, for commission and charges, and every species of opprobrium and obloquy that interested malice or resentment could suggest.

The idea of contribution first originated at St. Lucia, in the manner above stated. It was afterwards suggested that the planters in Martinique ought to pay a certain sum in consideration of the produce upon estates possessed by Republican agents, or by persons who had taken an active part in resisting the British forces, or who rejected the terms offered by the proclamation of the first of January, not having been seized or confiscated. This suggestion originated from the same quarter, and in views of the same nature, that produced the plan of a contribution at St. Lucia. Various preparatory orders were issued, but the memorials presented to your Grace seem principally to confine their animadversions to those of the tenth and twenty-first of May, upon which we beg leave to say a few words by way of explanation.

The island of Martinique having been conquered by force, without any capitulation or compact having been entered into with its inhabitants, we apprehend the whole property of the island became liable to seizure, and at the disposal of his Majesty. As Commanders in Chief, we have already said that we conceived it our duty to protect his Majesty's rights ; but in doing so, we did not enforce them to any thing like their full extent. The property that was in fact seized was confined to the produce of the island found in the towns carried by assault. It was afterwards suggested to us, that if we gave up the remainder of the property liable to confiscation, we should deprive his Majesty of an opportunity of rewarding the Navy and Army to that extent which his rights afforded the opportunity of doing. Anxious to do justice to the Fleet and Army, and at the same time desirous of alleviating the situation of inhabitants, who by their conduct had incurred a forfeiture of their property, we listened to the proposal of a composition to be raised by way of contribution. In doing this, we perhaps overstepped the strict legal line of conduct we ought to have

pursued; as the composition ought to have been confined to, and received from, the proprietors of the property liable to confiscation. But it ought to be remembered, that it was our wish to alleviate, and not to aggravate the situation in which the inhabitants had placed themselves, by rejecting the terms offered by the proclamation of the first of January; and by acceding to their proposal of a contribution, we were told we should do that. By the terms "general confiscation," we must be understood to mean a confiscation of the property of the inhabitants who had not entitled themselves to the protection offered by the proclamation of the first of January. In short, none of them acceded to, or accepted the terms offered in it; and we believe your Grace will find the legal consequences resulting from that conduct, placed their whole property in the discretion of his Majesty. That being the case, we were called upon, as his Majesty's representatives, to secure it so far as we should deem it consistent with his royal intention. The claim, therefore, to a general confiscation, will not be found unwarranted, according to the rights of war. So far, therefore, from complaining against us for having stated such a right, we think the inhabitants ought to consider themselves as favourably treated in its not having been enforced.

The proclamation of the twenty-first May was founded upon the same idea as that of the 10th: but there is one expression in it which seems either to have been misunderstood, or strangely perverted by the merchants, &c. who have made complaints against us. We mean the part where it is proposed "to raise a sum of money adequate to the value of the conquest." We trust we are not to have our conduct decided on by a rigid criticism upon the language of our public orders. That the acts done by us, and not the phraseology of a paper we may have signed, will be attended to. But if we are to descend from the stations of General and Admiral, to answer verbal criticisms, we need only suggest a small variation in the language of the paper we are speaking of, to render it perfectly consistent with the idea above suggested, viz. that of accepting a composition for the restitution of property liable to confiscation. If instead of the words "adequate to the value of the conquest," your Grace will be pleased to substitute the words "adequate to the value of the property liable to confiscation," nothing will be found in that paper inconsistent with our idea of the rights of the crown, and the plan of accepting a composition upon declining to enforce them. It can never be supposed that by the words "adequate to the value of the conquest," we meant the value of the island and all the property in it. Even the gentlemen who complain against us, do not impute to us so extravagant an idea. "The value of the conquest" must be understood as referable to the

property which the conquest of the island had made the subject of booty, and which the captors conceived had been conferred upon them by his Majesty's separate instructions to Sir Charles Grey. But whether the contribution which these proclamations proposed to levy was just or unjust, either in principle or extent, we did not expect that it would now be made a subject of enquiry, as not a single farthing was collected. The project was in fact abandoned long before it was known that his Majesty disapproved of contributions. No loss or injury of any kind was in point of fact sustained by the inhabitants, nor have they themselves expressed any discontent or dissatisfaction, though advantage has been taken of these proceedings to load us with every sort of malevolent misrepresentation and abuse.

We shall now request your Grace's attention to the memorial signed by Mr. Thellusson. By way of impressing your Grace with a just idea of the candour of the memorialist, the first paragraph charges us with having exercised injustice and oppression towards the inhabitants, without giving the name of any one person that has been injured, or instancing a single fact or transaction to warrant so strong an imputation. It is not usual for men in high responsible situations to be charged in general terms with the exercise of injustice and oppression, without a foundation being laid for such a charge, by a statement of facts from whence it can fairly be deduced. Here the charge is boldly made at the outset ; and when the subsequent detail of facts (if any thing stated in this paper deserves that appellation) comes to be examined, it will be found composed of either positive falsehoods or wilful misrepresentations. It is not a little singular, that the name of no one inhabitant of Martinique should be brought forward as having authorised this complaint. As to the supposed sufferers, whether they were planters, merchants, or traders ; whether they were Frenchmen, Creoles, or persons of colour ; what is the nature or extent of their losses, and how sustained or occasioned, the memorial is totally silent. Mr. Thellusson states, that the persons he represents were not adherents to the National Convention, nor did they oppose the proclamation of the first of January. Whether that fact is true or false depends merely upon his assertion, which in the terms in which it is made cannot receive an answer. If their names and residence had been mentioned, we should have had an opportunity of answering this allegation, by shewing what part the persons named took in the contest, and how far they suffered from the seizure that took place. The silence observed upon this subject pretty clearly shews, that the principals wish to shrink from personal enquiry and minute investigation, and prefer the mode of circulating their calumny in the name of an agent who does not hold himself responsible for what he states. The allegation

with respect to the state of St. Pierre when first summoned, and the quiet and peaceable submission of the white inhabitants, is positively and absolutely false. To prove it to be so, it is only necessary for your Grace to refer to the answer given to the Mayor of St. Pierre to our summons, and the detail of the conquest of the island contained in our public dispatches. Your Grace will find, that the town of St. Pierre was the last place taken, except Fort Bourbon and Fort Royal. The Aid-de-Camp who carried the summons to St. Pierre on the sixth of February, instead of being received and listened to, was insulted, and not permitted to enter the town; and the Mayor gave the watch word for resistance and defence. So far were the inhabitants from being well affected to the British Government, that they manned some of their batteries near the town, and several armed vessels were under the necessity of firing upon the town, to deter them from giving farther support to the adjacent forts at the time they were attacked by the British forces. Their supposed quiet and peaceable submission extended no farther than to their not engaging the British troops when they entered the town sword in hand, after having taken the surrounding forts by assault, and when farther resistance would have been fruitless. To the allegation that states the inhabitants, represented by Mr. Thellusson, to have relied with implicit confidence on the security held forth by the proclamation of the first of January—loose and general as it is—we feel no difficulty in giving a positive contradiction to, as no description of persons in the island ever intimated at the time the most distant idea that they considered, or were in a condition to consider themselves entitled to the benefit of the proclamation. It was public and notorious to every man in the island, both British and French, that every foot of it was conquered by force; but relying upon these facts not being so generally known in this country, and encouraged by their connections in the British islands, and those which they have recently formed in Great Britain, it is not improbable that some of the inhabitants may have been since induced to authorise these false representations, in the hope of obtaining restitution of the property which their resistance to the British forces exposed to seizure and confiscation. Not content with stating the conduct of the inhabitants to have been the direct reverse of what it in fact was, the memorialist proceeds to alledge, that all the produce and provisions in the town of St. Pierre, and in some other parts of the island, was seized and sold for the benefit of the captors. The property that was seized on shore we have accurately stated. Not an ounce of provisions was included, except the produce of the island, such as has been named, should be deemed so. In short, the whole memorial is founded in falsehood and misrepresentations. It is neither

sanctioned by names, nor supported by any document or evidence of any description; and yet upon such spurious and anonymous authority we are grossly calumniated, "as having violated British faith solemnly pledged, and acted contrary to all the rules of war as carried on by civilized nations."

Whether the terms offered by the proclamation of the first of January 1794 are to be considered as addressed to individuals only, or to the body of the people, is perfectly immaterial; for no individual from whom an ounce of property was taken ever intimated a wish to accept the benefit of it until after his place of residence was in possession of the British troops. His professions of regard for and attachment to the British Government, might, perhaps, then become vociferous; but what would have been said of us if we had given credit to the professions of such men. Had the same opportunity offered at Martinique that afterwards occurred at Guadaloupe, all these professions would have vanished, and the persons making them would have been found amongst the supporters of the invading enemy.

The first memorial of the West India planters and merchants appears to us to be rather a remonstrance against the conduct of his Majesty's Ministers than a personal attack upon us—we therefore consider it as not calling for an answer on our parts. But the other, which refers to that we have just observed upon, and calls the attention of his Majesty's Ministers to the proclamations of the first of January and the tenth and twenty-first of May, we consider as demanding ours. It manifestly proceeds throughout, upon a supposition that the facts stated in the other memorial are true, and that the inhabitants of the conquered islands had by their submission entitled themselves to the benefits offered by the first proclamation. We are not much surprised to find false allegations and unfounded calumny stated in a memorial that may be fairly said to deserve the character of anonymous; but we cannot avoid expressing our astonishment to observe the West India planters and merchants adopting it. Had they possessed no means of ascertaining the truth or falsehood of the matters stated in it, some apology might be made for their doing so; but the manner in which the islands were taken being matter of public history, there is no excuse for their adopting a false representation. It was only necessary for them to refer to the *Gazette* to discover that the memorial presented by Mr. Thellusson was positively false. But it seems the planters and merchants did not wish to be undeceived, as there would in that case have been no colour for their putting the interpretation upon the proclamation of the first of January which they have done. His Majesty's proclamation held out an encouragement to submission to his arms, not a reward for resistance to them. They do not treat

this instrument as containing an alternative, but as offering unqualified terms, which the inhabitants of the conquered islands were to have the benefit of, be their conduct what it might, whether they submitted, or whether they resisted. In this respect it is more uncandid than the other memorial ; and in stating the demand made by the proclamations of the tenth and twenty-first of May, it keeps pace with it in fairness, by suppressing the fact that not one shilling was ever collected under them, and that all idea of contribution was abandoned many months ago. This fact was equally well known to the memorialists as those they have stated, and could only be suppressed with a view to give their complaint a degree of plausibility, which a fair representation would in no degree have warranted. All this industry and anxiety to pervert the meaning of public papers, and to misrepresent or suppress the facts requisite to a proper judgment of their true operation, must have proceeded from a consciousness, that a fair interpretation of them, and a candid statement of all the material facts, would have shewn that there was no just ground for complaint. Taking the complaint in its strongest sense, when the fact is ascertained it amounts to no more than that the Commanders in Chief having been under the necessity of conquering the islands by force, conceived the conquest to give the captors a right to substitute a general contribution for a confiscation of property which the conduct of the proprietors had exposed to forfeiture, but which contribution had not been paid. Had it been so put, the enquiry called for, would have appeared ridiculous.

The memorial from the Liverpool merchants seems of a very singular nature. It calls upon his Majesty's Ministers to disavow principles which were never reduced to practice, and for a restoration of payments that were either never made, or long ago returned. Though it gives a false colour to what has been in the conquered islands, it is not quite so destitute of truth and candour as the other two upon which we have just observed, and in that respect only differs from them. We shall here dismiss the subject of these memorials with this short observation, that if there had been any fair and just ground for complaint which the memorialists could have established upon investigation, so as to entitle themselves to relief, the courts of justice would have long ago resounded with their clamours for redress, and his Majesty's Ministers would have been the last persons applied to. Conscious that their complaints are unfounded in fact, and their claims unsupported by any colour of law, they substitute misrepresentation and calumny in their place, and endeavour privately to ruin and disgrace the characters of men whose conduct they have not ventured publicly to attack.

With respect to the personal request made to your Grace by the West India merchants on the twelfth instant, as stated in the minute of

the conference sent us by your Grace, we cannot avoid observing, that it falls far short of what is called for by their memorial. That paper rather insinuates than charges misconduct; but in the prayer of it, your Grace is called upon to institute an inquiry into our public conduct, "in order to ascertain how far the national character and the public justice of the country have been duly and properly supported by us in such high and responsible stations." To our very great surprise, the merchants, in their conversation with your Grace, state, "that their object in the application was not a call for enquiry, with a view to inculpation of our conduct, but a public disavowal of the measures proposed by the proclamations of the tenth and twenty-first of May." So that after indirectly suggesting to your Grace, that the national character and the public justice of the country has been wounded by our conduct, nothing more is asked than a disavowal of supposed principles, which were never reduced to practice, and of the terms of a proclamation which are wilfully misunderstood or perverted, for the purpose of giving a colour to the clamour raised against us. In short, the merchants finding that the prayer of their memorial is not warranted by any thing they have to urge against us, wish, by indirect means, to prevail upon your Grace to advise his Majesty to censure our conduct in the way most disgraceful and humiliating to us, viz. by a public disavowal and disapprobation, not of an act done by us, but of an intention that was not carried into effect, and which intention is itself grossly misrepresented. The merchants have not shewn such a disposition of forbearance towards us, as to induce your Grace to believe, that if they could have proved us guilty of misconduct, they would have resorted to an attack upon an unexecuted intention, and have confined their application for redress to a disavowal of opinions entertained by us with respect to the rights and practice of war. If we have acted illegally or unjustly, the courts of justice are open to the parties who may think themselves injured; and from the disposition shewn towards us in the memorials presented to your Grace, it is manifest, that tenderness to us is not the motive which has hitherto withheld the claimants from seeking redress in the ordinary way.

Since our return to this country, we have made all the enquiry in our power with respect to the practice in former wars, where any island or place has been carried by assault; and instead of discovering that we have exceeded former practice with respect to the seizure of booty, we find that we have fallen very far short of it. In his Majesty's separate instructions to Sir Charles Grey, directions are given with respect to the division of any booty that might be taken on shore; and we therefore presumed that it must have been his Majesty's

intention that such property as by the rights and practice of war became vested in the crown, should be seized, and distributed between the navy and army as booty. We have always understood it to be admitted as a general proposition, that goods taken from an enemy are the property of the conquerors, and that it is acknowledged right by the law of nations to seize enemies goods whenever they can be found, if the victors are not restrained from doing so under some compact or capitulation. Seizures of a similar nature to that made by us at Martinique have been made in every war many years past : as for instance ; at Vigo in 1702, at Payta in 1741, at Senegal in 1759, at the Havannah in 1763, at Omoa in 1780, and at St. Eustatius in 1781. The property taken at the last mentioned place included all the goods and effects of every description found upon the island, except some inconsiderable quantities given up to a few individuals ; and yet no instructions were given to the Admiral and General for making such a seizure. It was however afterwards approved by his Majesty, and a grant made of the whole property taken in favour of the captors.

In the conference between your Grace and the merchants, it seems to have been taken for granted, that the proclamations complained of by them were inconsistent with that of the first of January. If your Grace will refer to the latter, you will find, that in the event of the terms offered by it not being acceded to, all persons acting in defiance of it were to be " treated as enemies, and exposed to all the evils which the operations of war would necessarily bring, both on their persons and possessions." In this predicament were all the inhabitants of the conquered islands, and consequently all our subsequent orders ought to be considered as issued against persons subject to all the rights and severities of war, and although your Grace seems to have been of opinion, that in exercising those rights we were unauthorised by any " power," other than the force we commanded ; yet upon a reconsideration of the subject, we are persuaded your Grace will find that we possessed all the power vested in his Majesty as Sovereign of the State whose force we commanded, and were not only warranted, but in duty bound, to exercise the rights of war in such a manner as we should think most likely to meet with his Majesty's approbation, regard being had to the instructions with which he had honoured us. In the situation in which we were placed, much was left to our discretion. His Majesty pointed out to us the objects he wished to accomplish, but the means were left to us ; and with respect to all inferior objects, they were left to our management, without any instructions whatever. If we have exceeded or abused the powers delegated to us, we are not

only amenable to his Majesty in a court military, but to all individuals in the ordinary courts of justice. We are persuaded, that neither your Grace, nor any other of his Majesty's Ministers, will think us objects of censure, on the ground of mere unexecuted intentions, even if they should be found to have originated in error or mistake. We are convinced, that it never occurred to the inhabitants of the captured islands that we had treated them with unwarranted severity, until the idea was suggested to them by British traders, who had interested views to answer. Our conduct was approved by the principal planters and the public officers of the island, as your Grace will perceive by the testimonials which we take the liberty to subjoin. Various misrepresentations having been circulated as to the value and extent of the property seized, it is proper that your Grace should be informed, that the whole that was taken, both afloat and on shore (excepting arms and military stores) produced only 183,000*l.* our proportion of which, should it not be diminished by claims or litigation, or by dishonoured bills, will be 11,437*l.* each. We trust your Grace will excuse our having entered at such great length into the discussion of the subject, as we consider our personal honour, and the reputation we have hitherto held in society, as seriously attacked.

We have the honour to be, &c.

CHARLES GREY.

J. JERVIS.

7th March 1795.

Calumny repelled with honour and with effect, renders the character of the person against whom its envenomed shafts were unjustly directed, more brilliant, at least in the public eye, than it stood before the æra of the invidious attack. It is even reported, that several of those persons who had inconsiderately joined in the clamour, became very soon afterwards so ashamed of their delinquency, that a deputation from the worthy seceders waited on Sir John Jervis, and after an appropriate declaration of their high sense of the important services he had rendered his country, particularly during the time he held the West India command; requested his acceptance of a valuable piece of plate, accompanied with their intreaties that he would solicit his re-appointment to that station which he had held with so much honour to himself. The vote passed by the House of Commons on the second of

June *, in consequence of the vain attempt then made, to add by a vote of censure, the semblance of dignity and weight to that malevolence, which had entered the lists against the fair fame of Sir John Jervis and his colleague, appears as the grand conclusive climax of public approbation :—" That the House cordially perseveres in the vote of thanks unanimously passed to Sir Charles Grey and Sir John Jervis, with the officers and men under their command, for the eminent and distinguished services which they had rendered to their country."—Thus did truth most exaltedly triumph over malicious aspersion ; and the latter, which in coverture of its dark designs had assumed the specious garb of patriotic virtue, or generous attention to public honour : when stripped of its borrowed plumes, was exposed to the derision even of those who, on its first appearance, seemed pressing among the foremost to countenance and to worship it.

All ranks of men appearing as if ashamed of their first folly, vied with each other who should pay them the greatest honour. A public entertainment was given to the joint Commanders by the Grocers Company ; the freedom of which, as well as of several others, and above all that of the city of London itself, was unanimously voted them. The Chamberlain (the late Mr. Wilkes, the public and professed enemy of all conduct having the smallest semblance of tyranny and extortion) concluded the speech made them on presenting the latter nearly in these words :

* During the debate which took place on the fourth of May preceding, Mr. Grey observed, " That he should have imagined that if gentlemen had the feeling they ought to have for the character of officers who had been fifty years in the service, and whose honour was hitherto without a stain, they would not have been so forward in making charges, as it were by implication. A memorial was presented by a Mr. Thellusson against the conduct of these officers in the West Indies. Who that Mr. Thellusson was he did not know ; but his memorial breathed nothing but direct and positive falsehood. This he was ready to prove at the bar of that House, if the enquiry was instituted. He should prove also every thing that was necessary to justify Sir Charles Grey and Sir John Jervis in their conduct in the West Indies—that they had merited and received the thanks of the inhabitants for what they did."

" Permit, gentlemen, the city wreaths to be mixed with the laurels you have fairly won, and which a general applause must more and more endear to you. These sentiments of gratitude pervade the country in which we live, while they animate the metropolis of our empire. They give a full indemnity against the slanderous breath of envy, and the foul calumnies of the envenomed serpent tongue of malice, which in these latter times has scarcely ceased to detract from, and endeavour to wound superior merit."

Sir John, whose health had been considerably impaired, as well by disease as the fatigue which both his mind and body had undergone, during the time he was absent on the West India station, having been somewhat restored after his return to his native country: he seized, with all the enthusiasm of a hero in the highest vigour of youth, the earliest opportunity his convalescent state afforded, of soliciting one of the most active employments which the state of warfare at that time afforded. He was accordingly invested with the Mediterranean command in a few days * after that honourable and public testimony just related had been borne to his merit by the House of Commons. He proceeded to the Mediterranean on board a frigate; and immediately on his arrival, Admiral Hotham, his predecessor, resigned to him this important trust. Notwithstanding the very severe blow the French marine in that quarter had sustained, in consequence of the partial destruction of the arsenal, as well as the fleet, at Toulon, the exertions of the enemy, so extraordinary and unprecedented as to seem almost incredible, had refitted and collected a force of nearly twenty Ships of the line. During the period of Admiral Hotham's command, this fleet had been hardy enough to venture out; and though two slight discomfitures had served in some measure to prevent a repetition of the same presumption, yet that very circumstance rendered the future operations in the same quarter much more irksome to the British Commander in Chief than a situation attended with more danger, and requiring far superior exertions, would have been.

* On the first of June he was advanced to the rank of Admiral of the Blue, as he had before been, on the twelfth of April in the preceding year, to that of Vice-Admiral of the White.

The French armament lay ready for sea, in as good a state of equipment as the resources possessed by the enemy could put it. The inattention of a few hours might enable this foe, rendered almost desperate by calamity, to escape from the state of duress in which he was held, and effect considerable mischief on some vulnerable territory belonging to the allies, and friends of Britain, before sufficient discovery could be made of his route to render pursuit politic, or effectual. The unremitting attention of Sir John operated very successfully to the prevention of any such disaster, and the British commerce was consequently extended over the face of the whole Mediterranean, without experiencing any other interruption than some few casual depredations committed on vessels entirely, or at most, nearly defenceless, which the French corsairs, equipped from their petty ports, were fortunate enough to fall in with. The French Directory having, by insinuations, by threats, and other artifices of terror or persuasion, contrived, towards the end of the year 1796, to detach the Court of Spain from the alliance of Great Britain; the situation of the fleet in that quarter, under the orders of Sir John, was suddenly rendered extremely critical. Though the state of the Toulon squadron was insufficient to create any disquiet in his mind; yet the fleet at Cadiz alone, in the most perfect condition for service, more than doubled the force he commanded. The political situation of his country, at that time, rendered the greatest exertions necessary. A formidable combination was raised against her, and the fleets of her opponents, Holland, France, and Spain, had they all been permitted to unite, would have composed an immense armament, consisting of nearly one hundred Ships of the line. The internal commotions which had for some time pervaded Ireland, appeared to afford these confederated foes the greatest hopes of success, provided it were possible for them to put on shore any body of regular troops sufficiently numerous to countenance the rebellious insurgents in their open avowal

of that treason, which owing to the insidious representations of those among their own countrymen who possessed most influence, and were considered as the leaders of their party, had long been cherished in their bosoms. At this period it had attained an height truly formidable and alarming.

An attempt was made by France, immediately after Spain became an ally to the cause of republicanism, to carry this project into execution ; and though it had completely failed, there was little reason to expect that the want of success on that occasion would so far intimidate the enemy as to prevent a repetition of it. Regarding therefore the general posture of public affairs, it must appear evident, that very urgent necessity peremptorily demanded the immediate execution of some grand and decisive measure, which might, by its consequential success, contribute to dispel that tremendous cloud which appeared on the point of bursting over her. Of this situation, together with all the circumstances which led to it, Sir John was perfectly well acquainted : but very little relief could be expected, highly as the abilities of its Commander might be estimated, from a squadron consisting of ten Ships of the line, which, putting the French force at Toulon totally out of the question, had to contend with an enemy of three times its own force.

This disparity of numbers was in some degree reduced by the arrival of Rear-Admiral Parker from England, who formed a junction with Sir John on the sixth of February. Still, however, his force was so very unequal to that of the enemy, that nothing but the existing case could have warranted the attack, nor anything short of the greatest exertions in regard to professional knowledge and gallantry which the human mind is perhaps capable of making, could have rendered its event successful. Independent of that superiority which the enemy possessed in respect to force, they had the additional satisfaction of being so near to their own ports, that even in case of discomfiture, they could retire without dreading the conse-

quences of pursuit, and moor in safety under the cannon of their own fortresses in a less space of time than would be required to refit the rigging of a frigate, after an hour's contest with a vessel of equal force. The magnitude of the object, a firm reliance on the intrepidity, as well as activity of those whom he commanded, and a proper confidence in his own judgment, contributed to make the British Admiral despise all the surrounding difficulties, and determined him to attempt a new mode of attack which he had long arranged in his own mind as practicable, should fortune ever favour him with an opportunity of carrying it into execution. He had long entertained very sanguine hopes it would be crowned with the most brilliant success, and the instant he received the augmentation of force by the junction of Mr. now Sir William Parker, as well as became apprised of the situation of the enemy, he delayed not a moment in making known to those whom he commanded, his resolution to engage them, and the peculiar manner in which he intended to arrange his attack. The event is known to all, and the leading particulars will be best explained by the official narrative of Sir John himself.

SIR,

Victory, in Lagos Bay, Feb. 16.

The hopes of falling in with the Spanish fleet expressed in my letter to you of the thirteenth instant, were confirmed that night by our distinctly hearing the report of their signal guns, and by intelligence received from Captain Foote, of his Majesty's ship *Niger*, who had, with equal judgment and perseverance, kept company with them for several days on my prescribed rendezvous, which, from the strong south-east winds, I had never been able to reach; and that they were not more than three or four leagues from us. I anxiously awaited the dawn of day; when being on the starboard tack, Cape St. Vincent bearing east by north eight leagues, I had the satisfaction of seeing a number of Ships extending from south-west to south, the wind then at west by south. At forty minutes past ten, the weather being extremely hazy, *La Bonne Citoyenne* made the signal that the Ships were of the line, twenty-five in number, his Majesty's squadron under my command, consisting of the fifteen Ships of the line named in the mar-

gin *, were happily formed in the most compact order of sailing, in two lines. By carrying a press of sail, I was fortunate in getting in with the enemy's fleet at half past eleven o'clock, before it had time to connect and form a regular order of battle. Such a moment was not to be lost; and confident in the skill, valour, and discipline, of the officers and men I had the happiness to command, and judging that the honour of his Majesty's arms, and the circumstances of the war in these seas, required a considerable degree of enterprise, I felt myself justified in departing from the regular system, and passing through their fleet in a line formed with the utmost celerity, tacked and thereby separated one third from the main body, after a partial cannonade, which prevented their rejunction till the evening, and by the very great exertions of the

* COMPARATIVE VIEW OF THE FORCE OF THE BRITISH AND SPANISH FLEETS.

<i>British Line of Battle as Formed.</i>		<i>Spanish Fleet opposed to the British.</i>	
<i>Ships.</i>	<i>Commanders.</i>	<i>Ships.</i>	<i>Guns.</i>
Culloden,	Captain T. Troubridge.	Santissima Trinidad	- 130
Blenheim,	Captain J. L. Fredrick.	Conde de Regla	- 112
Prince George,	{ Rear-Admiral W. Parker.	Salvador del Mundo	- 112
	{ Captain J. Irwin.	Mexicana	- 112
Orion,	Captain Sir James Saumarez.	Principe de Asturias	- 112
Colossus,	Captain George Murray.	Concepcion	- 112
Irresistible,	Captain Geo. Martin.	San Josef	- 112
	{ Admiral Sir J. Jervis, K. B.	San Genaro	- 74
Victory,	{ Captain Sir R. Calder, Knt.	San Firmin	- 74
	{ Captain G. Grey.	San Ildefonso	- 74
Egmont,	Captain J. Sutton.	San Juan Nepomuceno	74
Goliath,	Captain Sir C. Knowles, Bart.	San Francis de Paulo	74
Britannia,	{ Vice-Admiral C. Thompson.	San Ysidro	- 74
	{ Captain John Foley.	San Antonio	- † 74
Barfleur,	{ Vice-Admiral Waldegrave.	San Pablo	- 74
	{ Captain J. R. Dacres.	Atlante	- 74
Captain,	{ Commodore Nelson.	Glorioso	- 74
	{ Captain R. W. Miller.	Conquistador	- 74
Namur,	Captain J. H. Whitshed.	San Nicholas	- 84
Diadem,	Captain G. H. Towry.	Oriente	- 74
Excellent,	Captain C. Collingwood.	Infanta de Pelayo	- 74
		Firme	- 74
		Soberano	- 74
		San Domingo (<i>flute</i>)	- 58
		San Juan	- 74
		Names unknown	{ 74
			{ 74
<i>Frigates.</i>		<i>Frigates.</i>	
La Minerve,	Captain Geo. Cockburn.	Perla	- - 34
Southampton,	Captain James M'Namara.	Ceres	- - 34
Lively,	Captain Lord Garlick.	Matilde	- - 34
Niger,	Captain Samuel Foote.	Paz	- - 34
Bonne Citoyenne,	Captain Lord Mark Kerr.	Mercedes	- - 34
Raven,	Captain William Prowse.	Diane	- - 34
Fox Cutter,	Lieutenant Gibson.	Antiocha	- - 34
		Brigida	- - 34
		Dorotea	- - 34
		Vigilante (brig)	- 18

Ships which had the good fortune to arrive up with the enemy on the larboard tack, the Ships named in the margin * were captured, and the action ceased about five o'clock in the evening. I inclose the most correct list I have been able to obtain of the Spanish fleet opposed to me, amounting to twenty-seven sail of the line, and an account of the killed and wounded in his Majesty's Ships, as well as in those taken from the enemy †. The moment the latter, almost totally dismantled; and his Majesty's Ships the Captain and Culloden are in a state to put to sea, I shall avail myself of the first favourable winds to proceed off Cape St. Vincent, in my way to Lisbon. Captain Calder, whose able assistance has greatly contributed to the public service during my command, is the bearer of this, and will more particularly describe to the Lords Commissioners of the Admiralty the movements of the squadron on the fourteenth, and the present state of it.—I am, &c.

Ruan Nepan, Esq. &c.

J. JERVIS.

In addition to those circumstances already related, there are several, scarcely less consequential ‡, which the confined

* Salvador del Mundo, 112 guns; San Joseph, 112; San Nicolas, 84; San Ysidro, 74.

† *English Officers killed and wounded.*

Mr. Joseph Wixon, Master's Mate, wounded; Captain Major William Norris, Marines, killed; Mr. James Godench, Midshipman, killed; Commodore Nelson bruised, but not obliged to quit the deck.

Excellent—Mr. Peffer, Boatswain, killed.

Culloden—Mr. G. A. Livingstone, Lieutenant of Marines, killed; Mr. Wm. Balfour, Midshipman, wounded.

Total killed and wounded on board the Spanish Ships taken by the Squadron under Sir John Jervis.

Killed, 261.—Wounded, 342.—Total, 603.

Among the killed is the General Don Francisco Xavier Winthoyen Chef d'Escadre.

‡ The following remarks on this splendid victory are furnished by an anonymous hand;

"If a daring spirit of enterprize ever manifested itself in any character, it surely never shone more conspicuous, than in the unparalleled attack made by Admiral Sir John Jervis on the Spanish fleet on the fourteenth of February. What is, however, if possible, still more worthy admiration, is the judicious close of that glorious action, which evinces the gallant Admiral's judgment to be equal to his valour: for had the signal to bring to, been delayed even five minutes longer, our trophies must not only have remained very insecure, but possibly, with the Captain man of war, might have fallen into the hands of the enemy. Owing to the situation of both the fleets, the British Ships could not have formed without abandoning the prizes, and running to leeward, the enemy at this time having at least eighteen or nineteen ships that had not suffered in the slightest degree by the action. At this period the Captain was lying a per-

limits of a report hastily drawn up immediately after this splendid encounter, prevented the insertion of. When the Spanish reconnoitring vessels were distinctly perceived, several British Ships were immediately ordered to chase : so that, on the appearance of the enemy's van, it became necessary to form the line ahead and astern of the Admiral, as most convenient, without respect to the order of battle. This was done by signal at five minutes past eleven. The signal to cut through the enemy's line was made by the Admiral at thirty-five minutes past eleven ; and this was immediately followed by that to engage. These signals were obeyed with equal ardour and celerity by Captain Troubridge, in the Culloden, followed by the Blenheim, Prince George, and the other Ships as they had formed.

fect wreck on board the San Nicholas and San Joseph Spanish Ships, and many of other Ships were so shattered in their masts and rigging, as to be wholly unmanageable.

The following are instances of the singular interposition of Divine Providence in favour of the British in the late action :

Extract from an Officer's Journal of Sir John Jervis's Squadron.

Feb. 1. The Culloden parted company in chase.

Feb. 4. An American vessel came into the squadron, consisting then of only nine sail of the line, which intelligence he afterwards communicated to the Spanish Admiral.

Feb. 6. Rear Admiral Parker joined the squadron with five sail of the line.

Feb. 9. The Culloden and a cutter joined the squadron.

Feb. 13. Commodore Nelson joined the squadron.

Feb. 14. A fog concealing the British force, enabled fifteen Ships of the line to attack the Spanish fleet, consisting of twenty-seven, among which were seven three-deckers, La Santissima Trinidad, of 130 guns, was so disabled in the action that she was obliged to be towed off for Cadiz in the night.

Feb. 16. The squadron was forced into Lagos Bay, to secure the prizes, and repair the damages it had sustained in the action. A few days after it experienced the tail of a gale of wind : had this blown home, every Ship and man must have perished, as from the badness of the ground most of the Ships drove, or cut their cables. The Victory, Irresistible, and Salvador del Mundo parted their cables.

On the twenty-third sailed without accident, and arrived at Lisbon on the twenty-eighth, after passing near Cape St. Vincent's, which station the Spanish fleet, consisting of twenty-two sail of the line, had quitted the evening before.

However incredible it may appear, it is a positive fact, that in the action of the fourteenth of February, Commodore Nelson, in the Captain of 74 guns, and Captain Troubridge, in the Culloden of the same force, turned the whole van of the Spanish fleet, consisting of three first rates, and four 74 or 80 gun Ships,

The moment the enemy's line was broken, all the Ships to windward wore; some in succession, others two or three together, as their fears or necessity compelled them. The signal was then given for the British fleet to tack in succession. This was immediately done by the greater part of the line; but the Captain, bearing the broad pendant of Commodore Nelson, being in the rear, wore and pushed on, with a view to support the Culloden, and prevent the seventeen Spanish Ships already cut off, from re-joining their van. This manœuvre completely succeeded. He was soon followed by the Excellent, and presently after by the Diadem and Namur. At one o'clock, the Britannia's signal was made to tack, the headmost of the British Ships having so much damaged the Spanish van, that it began to move off, and the principal force becoming, in consequence, necessary for the succour of the Captain and the Culloden, with the other Ships that were then commencing their attack upon the enemy. On the Britannia's putting her helm a-lee, the Barfleur instantly wore, and, as being a faster sailer, soon reached within a cable's length of the Victory, directly in her wake, which station she maintained till the end of the action*, about a quarter of an hour's interval excepted, when the Namur, from her swift sailing, was enabled to push between her and the Victory. The Spanish Ships being thus cut off, and prevented from rejunction during the battle, by the quick and well-directed fire of the Prince George, the Culloden, Blenheim, Orion, Irresistible, and Diadem; the rest of the British squadron fought with the others, and, before sun-set, took possession of the Salvador del Mundo, and San Josef, of one hundred and twelve guns, the San Nicolas of eighty-four, and the San Isidro of seventy-four; the Santissima Trinidad, the Spanish flag Ship, escaping with considerable difficulty, and in the most shattered condition.

At this period, nine or ten of the Spanish Ships that had been separated, and, therefore, unengaged during the whole

* See the Plate.

contest, having at length effected a junction with their van, were preparing to come down and renew the action. It was now that the great merit of Sir John Jervis displayed itself to advantage. With the most prompt resolution he brought to, and made so able a disposition for the defence of the Ships under his care, that, though still superior in number, they thought proper to leave their friends, and avoid the danger with which they were threatened.

The consequences of this victory were as happy, as the circumstances which attended it were glorious. The arrangements made by the enemy, in all the pride of expected triumph, were completely disarranged; and the British fleet, though for a long time inferior in numbers, as well as force, exhibited the singular and wonderful spectacle to the rest of the world, of the power it possessed, in being capable of confining a fleet stronger than itself, within the harbour of the principal port belonging to Spain, and insulting that port itself, by every act an enemy elated with victory could devise. The joy with which the news of this success was received in England, was in no degree inferior to the magnitude and consequence of it; nor did the public gratitude keep an unequal pace with the general exultation. Sir John received from his Sovereign, exclusive of other inferior honours, the more consequential elevation to the dignity of a Baron, and Earl of Great Britain, by the titles of Baron Jervis; of Meaford, the place of his birth, and Earl of St. Vincent, the scene of his glory. A pension of three thousand pounds a year was also bestowed on him by the unanimous vote of Parliament. These honours and rewards posterity can never think unmerited; they in some measure become necessary, in an historical light, to put the cause of gratitude out of the question, for they stand an established proof to the latest moment of recorded time, that on the fifteenth of February 1797, *fifteen British Ships of the line engaged and defeated a Spanish fleet, consisting of twenty Ships, the smallest of them carrying 74 guns, and seven others mounting from 112 to 130 guns each.*

His Lordship continued during the space of the two succeeding years, uninterestingly for himself, but gloriously for his country, occupied in the blockade of Cadiz, or such services as the depressed spirits of his antagonists rendered it necessary for him to undertake, either in his own person, or by proxy. Among the latter may be reckoned the victory obtained by Lord Nelson in the Bay of Aboukir, the fame of which is too great, and too recent, to need the smallest eulogium or account from the pen of the historian.

Finding, however, his health considerably impaired by the fatigue of his very laborious service, he was compelled to return to England in the month of July 1799, and after a long struggle with disease, was fortunate enough to overcome the only enemy of whom he could stand in dread. He recovered his health in so great a degree, as to enable him in the month of May, 1800, to take upon himself the command of the fleet which was sent from the shores of Britain in earnest search of that armament which now comprises nearly the whole of that marine force possessed by her combined enemies, but which, formidable as its numbers may seem, appears to shrink from the contest, and consider itself happy in the safety it derives from the batteries of Brest, which have hitherto defended it from the effects of his Lordship's terrestrial thunder.

Heraldic Particulars relative to the Earl of St. Vincent.

He is descended from James Jervis, of Chatkill, in the county of Stafford, who lived temp. Henry VIII. and whose second son, William, having settled at Ollerton, in Shropshire, was the ancestor of that particular branch of the family to which his Lordship belongs. He has an elder brother now living, or very lately deceased, William Jervis, of Meaford, in the county of Stafford. Their mother was Elizabeth, daughter of George Parker, of Palk Hall, in the parish of Caverswale, in the county of Stafford, and sister to Sir Thomas Lord Chief Baron of the Court of Exchequer. Earl St. Vincent married June fifth, 1783, at St. George's, Hanover Square, Martha, daughter of the before-mentioned Sir Thomas Parker, by whom he has no issue.

ARMS.] Sable a chevron Ermine between three martlets, Or.

CREST.] Out of a naval crown Or, encircled with a garland of oak proper, a demi Pegasus, winged Azure, and charged on the sinister wing with a fleur de lis Or.

SUPPORTERS.] On the dexter side an Eagle, wings elevated; in the claw, a thunderbolt proper. On the sinister, a Pegasus Argent, wings elevated Azure, thereon a fleur de lis Or.

MOTTO.] Thus.

ILLUSTRATIONS OF NAVAL TACTICS,

Drawn from actual Events, and the Success which has attended particular Manœuvres practised in Engagements between Two Fleets. From the Revolution down to the present Time. Arranged in Chronological Order.

"EXAMPLES TEACH WHEN PRECEPTS FAIL,"

IS a trite proverb, well known to every school-boy. Never, perhaps, did the truth of any one appear more forcibly than the application of it in the present instance. The scientific theorist may amuse himself in his closet with fanciful arrangements, which, however ingeniously contrived, are not decidedly certain as to their effects. But of those effects which actual practice has produced, there cannot remain a shadow of doubt.

Example of a Fleet having the Weather Gage attacking an Enemy, and defeating him, by a Pressure of the Van before the Rear could get up to its Assistance.

IN the battle fought in 1665, a victory was obtained by the English over the Dutch, in consequence of the former having the weather-gage, and pressing the leading part of the enemy's fleet.

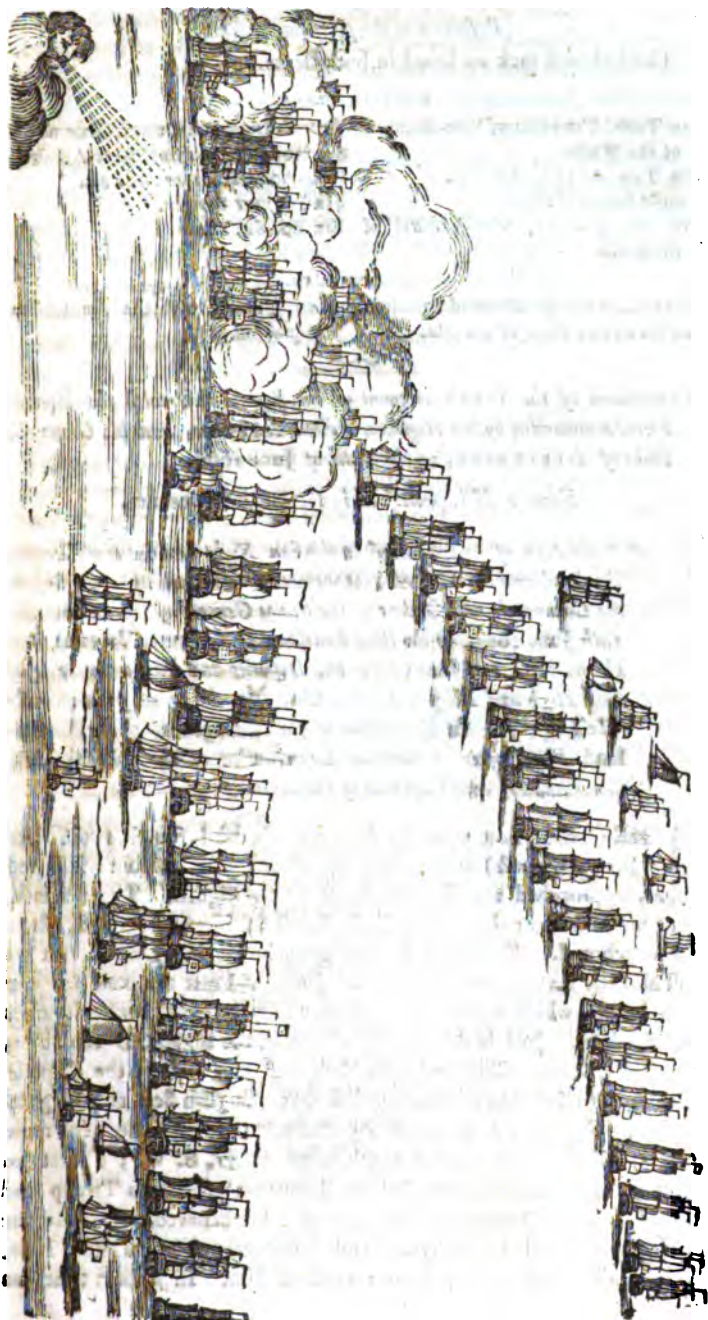
The same thing happened in the second action which took place in 1666, on St. James's Day, the enemy lying in the same position*. The battle was won by the English after two hours fight, by pressing the headmost of the enemy, which were not able to sustain themselves till the rest of their fleet came to engage.

In the year 1672, in Sole Bay, the English suffered in like manner. The Earl of Sandwich, with the rest of his division, hard pressed by the enemy, and striving to gain the wind, were overpowered, when the rear felt little or nothing of the battle.

On the fourth of June 1673, the English met with the same accident. The enemy came out upon them, bearing only upon the leading squadron, and never regarding the rear of the fleet, till such time as the former were scarce able to maintain the battle. But night coming on favoured them.

In the same manner, on the eleventh of August, the English laid to to receive the enemy, in which they had the same success which always attended this order of battle.

* See the plate.



Reference to the preceding Figure.

The larboard tack on board in both fleets.

ENGLISH FLAGS.

SIR THOS. TIDDEMAN, Vice-Admiral of the White.	THE PRINCE and DUKE, Generals.
SIR THO. ALLEN, Admiral-Rear-Admiral UTZER.	SIR ROBERT HOLMES, Rear-Admiral.
	Rear-Admiral KEMPTHORNE.
	SIR JEREMY SMITH.
SIR JOS. JORDAN, Vice-Admiral of the Red.	SIR ED. SPRAGG.

DUTCH FLAG.

EVERTZ, with the Zealand Squadron. VAN TROMP, with the Amsterdam Squadron. DE RUYTER, those of the Maze.

Translation of the Dutch Account of the Engagement with the British Fleet, commanded by his Highness Prince RUPERT, and his Grace the Duke of ALBEMARLE, on the 14th of June 1666.

From a MS. preserved in the British Museum.

A Narrative of what passed in the Sea Fight betwixt the Fleets of England and the United Netherlands. Drawn up according to the Commands and Orders of the States General of those Countries, 14th June 1665, by the Raet Pensioner DE WITT, VREYBERGEN HUOLETH, and GERLATIONS, Deputies and Plenipotentiaries of their High and Mighty Lords, &c. &c. being at present in the Weillings, for the Expedition of the Management of the Netherland Fleet, after a narrow Examination of the Chief Officers, Commanders, and Captains of the same Fleet.

THE Holland fleet upon the first, second, third, fourth, and fifth of June (*new stile*) sailing from the Texel, with variable winds and calms, approached the English coast on the eighth. The eleventh, they were seven or eight miles E. S. E. off the North Foreland, where they anchored. The English were at anchor in the Downs, but set sail also the first (*rather eleventh*) of June, and met the same day the Dutch fleet, which was eighty-three men of war strong, besides ketches and fireships. Just before the fight, one of the biggest Dutch Ships, Captain Col. van Gent, was disabled, and sent home; the Captain moving into the Ship of Captain Golskers. English fleet about eighty strong. Fight began at one in the afternoon. Dutch fleet cut their cables. Both fleets steered south, wind at W. S. W.; & that the Dutch rear guard, commanded by Lieutenant-Admirals Tromp and Van Meppelen, became the van guard. He behaved well; and the Colonel General De Ruyter, and Lieutenant-Admiral Van Ness, commanding the centre, soon succoured him. In a short time, an

English frigate of 50 guns was seen to sink, by a broadside from De Ruyter. The squadron of Lieutenant-Admiral Cornelius Evertson, and Berrick Hiddes de Vrie, was long before it could come into fight. The fight continued till five, when the English turned, and steered N. W. going before the wind; and then the squadron of Evertson and De Vrie came into fight. In tacking, some of the hindermost of the English were taken, and some brought into Holland. The *Swiftsure*, 70 guns, Commodore Sir William Berkeley, Vice Admiral White, taken by Hendrick Adrianson, commanding the *Keyger*, of 70 guns, was killed in person. (*Qu. Who?*) The *Seven Oaks*, of 60 guns, taken by Captain Wander Zae, commanding a frigate of 52 guns; the *Loyal George*, 44 guns, taken by Captain Swaert, Commander of the *Dewenter*, 66 guns; all belonging to the College of Amsterdam.

Two Dutch Ships were set on fire, the *Duy van Vord*, 46, Captain Treclaugh, and the *Hoff of Zealand*, 58 guns, Captain Simon Blocke, both burnt by accident. On board Captain Treclaugh's Ship were the *Prince of Monaco*, and the *Count of Guiske*. Van Tromp's and Van Ness's Ships were so much damaged, that they were obliged to shift their flags. The English passed by the Dutch fleet, and their Admiral, with some Ships, came to an anchor; but seeing De Ruyter make after them, cut their cables, and another action ensued, in which no Dutch Ship was lost; but about seven or eight in the evening, an English Ship, of about sixty or seventy guns, of the blue squadron, was sunk, about a musket shot from De Ruyter's Ship. Towards the evening, Rear-Admiral C. Harmann, of the white flag, was disabled by De Ruyter, and afterwards set on fire by a fire-ship which was sunk by her side. A second fire-ship was clapt on board her from the Zealand squadron; but even this she got clear of, as also of a third, which was sent on board under favour of Evertson's guns. But the Rear-Admiral of the White defended himself against all these, although at least three hundred of his men leapt overboard; and late in the evening he made a shot which killed Evertson. Night coming on, the fleets parted, and it is uncertain whether the English Rear-Admiral was sunk or towed home. On the twelfth, the English were half a mile to loof of the Dutch, wind W. S. W. Both fleets made for each other, the Dutch steering N. W. and the English S. So soon as they came near, the Dutch also steered south. The English having the wind came upon the Dutch, and there was a great fight. The fleets having passed each other, without any loss on any side, a calm followed, during which each party repaired, as well as they could, till eleven o'clock. Before noon, the wind rising, the fleets made towards each other, the Dutch being then above the wind. De Ruyter having

got near the English, heard a great shouting, and therefore returned into his squadron, where he found Lieutenant Admiral Van Tromp, Vice-Admiral Van der Hulst, as also Captain Peter Salmonz den Haen, and Van Amstel, in the midst of the enemy, all much battered, and in great danger of being burnt or sunk, Captain Salmonz being already on fire; but the crew were saved; the Captain was however afterwards slain in the Ship of Captain Schey; the rest were also unserviceable. In this encounter, Vice-Admiral Van der Hulst was slain. Many English Ships were sunk and burnt. Those of which we are certain are as follows:

A Ship of the red Squadron, 60 guns, sunk about noon.

A Ship of the blue, 60 guns, sunk about three P. M.

A Ship of the white, 50 guns, sunk half an hour after by De Ruyter's squadron.

The Black Eagle, sunk by Captain Marreult.

Another Ship sunk in the middle of the English fleet.

Several other English Ships sunk and burnt, of which we have no certain knowledge.

The fleets charged three times through each other; but on the Dutch offering the fourth charge, the English set by all the sail they could for their own coast, being then reduced to thirty-eight or thirty-nine men of war. On the thirteenth, the English, finding themselves pursued, set on fire their disabled and bad sailing Ships; the English say only three in their Gazette, but our people saw many more. [*N. B. Fourteen is marked in the margin.*] In this retreat, the Royal Prince, of 90 brass guns, commanded by Sir George Askew, Admiral of the White, struck upon the Galloper, and being left was taken prisoner, and sent with his men to the Hague; the Ship was next day set on fire. In the afternoon, there came from the west Prince Rupert, with twenty-two men of war, who it seems was sent the day before up the Channel, to get what Ships he could out of Portsmouth and Plymouth, to make after the French fleet under the Duke of Beaufort. The Dutch seeing this fresh supply, sent the Zealand and Friesland squadron to attack him; but the Prince made for the main body of the English fleet, whom he joined late in the evening. The English fleet being sixty or sixty-one sail of good men of war, the Dutch about sixty-four, but much damaged by a two days fight, and having three Ships burnt or sunk, with several sent home. The next morning De Ruyter called a council, and exhorting his Captains to do their duty, fell again upon the enemy, about eight A. M. in three squadrons. He passed the English fleet, and tacked again, fighting all day with great fury; during which a Dutch man of war, Captain Vytchhout, was sunk and burnt, and another Dutch Ship that came to save the Vice-





Admiral De Hefday from an English fireship. A Dutch fireship being sent to board Prince Rupert was stopped by an English one, and the two fireships burnt, together with an English Ship that had the misfortune to fall in between them. Van Tromp, with several others, were forced to retreat. General De Ruyter finding night coming on, resolved to give a general charge to the English, which he did with such effect, that the English were totally defeated, leaving behind several prizes—the Bull, and the Essex, a brave frigate of 58 guns, were taken by Captain Paw; the Clove Tree of 64 guns, and Convertine of 54 guns. The same day two more English Ships sunk, one belonging to the White about six in the evening, and another a short time after. Several others destroyed, not known with certainty. A thick mist coming on, the Dutch, after a pursuit of four glasses, were forced to leave off. De Ruyter ordered the fleet to drive all night; and finding no enemy in the morning, arrived that day with sixty sail at the Weilings; ten who were disabled put into Goree; ten other, for the same reason, made for the Texel, and the four which were burnt, made in all eighty-four, the full number that went from the Texel. In these fights, the English have lost at least twenty-three Ships sunk, burnt, and taken.

This done the 26th of June 1666.

PLATE XXXVII.

IS, a representation of the action fought off Cape St. Vincent, between the Spanish and British fleets on the fourteenth of February 1797. The time chosen by the artist is the moment when the Victory, of 100 guns, bearing the flag of Sir John Jervis, the Commander in Chief, is coming up under the stern of the Salvador del Mundo, of 112 guns, and is in the act of raking her: a measure which caused her almost immediate surrender. The Barfleur, of 90 guns, the flag-ship of Vice-Admiral Waldegrave, is seen in the wake of the Victory: the British Ship on the right hand is the Excellent, of 74 guns, commanded by Captain C. Collingwood, engaged with the Ysidro Spanish Ship of the same force, which is nearly dismasted, and very soon afterwards surrendered to him. The Ships on the right are the seventeen sail which were separated from the rest of the Spanish fleet in consequence of the judicious manœuvre practised by the Commander in Chief, who cut through their line, and prevented a re-union with their shattered companions till the evening of the same day, by which time the victory was secured, and the Spanish Ships which fell into his hands were taken possession of.

ILLUSTRATIONS OF NAVAL HISTORY.

Letter from Sir GEORGE BYNG, afterwards Lord Viscount Torrington, to Admiral BAKER.

Gibraltar, the 22d Sept. 1709.

IT is above a month since I arriv'd here with Mr. Stanhope in hopes of meeting you here with troops for an expedition on Cadiz. The time is over, the enemy being prepar'd for receiving us, not in y^e manner as at first laying of the project was expected. For my own particular part, I am not disapoynted; I all waies have more opinion of force then credit to believ men will give them selves up to you till you bring strength to protect them; my Lord Gallway writing us word the ministrie in England have given over the project, and that you are order'd with the troops directly to Catalonia. Mr. Stanhope remains here in expectation of your squadron, that he may return with you and myself. Being told by my friends from England their is leave given for my goeing home, and having with me the Ships named in the margin that are crasie and worme eaten, and not five weeks provision, none at Lisbon or Mahon, I have resolv'd to proceed directly for England, though my orders for so doing is not yet come. I dont foresee any orders can come with you for me to put in execution, but what will as properly be don by you; therefore have left an order, (w^{ch} accompany's this) for you to put in execution any such orders as may come for me. So do you as you shall judg most reasonable.

If you shall find yourself under any difficultie therein, I would advise to call a councill of war; but before you do so, consult with Gen^l Stanhope, with home pray all waies live well, for he is most honest, and a very worthie man as ever lived. All that I have more is, to wish my deare Baker first his health, and next his pleasure; and after that, in order to support the former, all the health is possible for fortune to favour or rather reward you with; for nobody is more sencere in your well wisher and faithfull hum^{ble} serv^t then

Y^r

G. BYNG.

My service to Littleton
& the Gent^l with you.

Admiral Baker.

Private Letter from an Officer on board the Fleet commanded by Lord Viscount Howe, dated Trident, Sandy Hook, 18th August 1778.

SIR,

IT is with the greatest pleasure I embrace this opportunity of writing; and I should have been glad to have acquainted you with

the defeat of the French fleet ; but it has proved otherwise. Not but we had every reason to hope for success on our first setting out after them. We had been blocked up by them at Sandy Hook for about ten days, when a gale of wind drove them off to sea. All our men lay during this time at quarters, expecting them to come in every day ; which had they done, the first or second day after their arrival, they must have certainly carried their point ; and the fate of America been decided : as they must have taken the Navy and Army all prisoners. Having escaped this, our strength daily increased ; being joined by the Cornwall, one of Admiral Byron's fleet, we put to sea in quest of them, on Saturday, the eighth day of August, and found them on the tenth in the harbour of Rhode Island : which island had not then surrendered. On the eleventh, at break of day, the French fleet got under weigh, and received a hearty cannonading from the fort. We were obliged to cut and proceed to sea. At first, I thought Lord Howe meant only to clear Block Island, and then to engage ; but as they always kept the weather gage, we could not make use of our fireships, which were our chief dependance, but kept under an easy sail all that day ; so that, had they had any inclination to bring us to action, we did not seem any way averse to it. They still pursued us with reluctance, neither caring to engage, nor leave us. The next day proved very squally ; and we were obliged to batten down our lower deck gratings, to get our ports up, if necessity required it. The gale still increased. About five in the evening, they came within shot of us ; and Lord Howe having shifted his flag on board the *Apello*, ran through our own fleet, Ship by Ship, speaking with every one ; and each saluting him with three cheers, the French fleet still within shot. Whether from a timidity of spirit, or from finding a determined resolution through the whole fleet to engage should they make an attempt, I cannot answer ; but they thought proper to bear away about six. The gale still increased ; and we were obliged to lay to two days : during which time both fleets were separated. The third day we made, in all, only eight sail ; but the whole fleet has joined us since at Sandy Hook, except the *Centurion* and *Seuegal*. The *Renown* fell in with a French eighty-four gun Ship, called the *Tonnant*, and gave her several broadsides ; she was obliged, however, to sheer off, more of their fleet coming to their assistance. The *Isis* fell in with one of their seventy-fours, which she engaged, she being in distress. The French Ship shooting ahead, gave her an opportunity of raking her, so that she thought proper to sheer off ; the *Isis* being unable to pursue, having all her foremast shrouds shot away, except one and the swifter. The *Isis* had one man killed, and thirteen wounded. One of the French fleet is driven ashore to the north of Cape May, and the *Languedoc* has

lost all her masts. The Languedoc is one of the French eighty-four or ninety gun Ships. When the French fleet appeared off Rhode Island, it was thought proper to destroy the shipping in that harbour, which was put into execution by burning and sinking them. The following are the names of the Ships that are destroyed : the Orpheus of 32 guns, Juno of 32 guns, Flora of 32 guns, Lark of 28 guns, and the Falcon sloop, besides transports. The seamen took possession of the fort under the command of Capt. Brisbane, which they defended with the greatest bravery, parading the tops of the embrazures, while the French fleet entered the harbour, and had but one man slightly wounded in the finger. What loss the enemy might have sustained on their coming out, I am not certain. The Cornwall sprung her main-mast in the partners ; the Raisonable her bowsprit ; and the Apollo lost her foremast, mizen, and main-topmast. We are getting ready as fast as possible ; and imagine we shall be out in about four days. The Monmouth arrived here this day. Whether any more of Byron's fleet are on the coast I am not certain. Admiral Howe's conduct in this affair deserves, I think, the highest encomium. His drawing the French fleet from Rhode Island has saved it, and near 7000 men, from the enemy's hands ; besides securing the island to his Majesty. Evading an action in which there was such little likelihood of success, their fleet being far superior to ours, has saved New York and all our troops in America, which must have fallen into their hands, had we failed. The loss of one of the French fleet, and the additional strength of the Monmouth to ours, will, I hope, give a happy turn to affairs.

THE TRANSIT.

THIS vessel, of which some account was given in the preceding volume *, has been taken into Mr. Perry's dock, for the purpose of being coppered, and fitted for a foreign voyage. Her length by the keel is 97 feet ; her extreme breadth at the gun-wale, which is the broadest part, is 22 feet ; she is 11 feet deep in the hold, and is estimated at the burthen of 200 tons by the custom-house at Chichester, where she was registered. A more enlarged and particular account of this singular and highly patriotic exertion of the mind to effect an improvement in one of the most consequential sciences existing, will be given in our next. For the present suffice it to say, the following are the reasons given by the ingenious inventor in support of his new system.

* See pages 412 and 505.

The Objects of this Invention are numerous, and as follow :

First, Faster sailing with a side wind, and closer to the wind, than vessels of the present construction.

This, I think, will be allowed, upon a general view and examination of the vessel. The peculiar form of the hull admits her principal capacity to rest nearer the surface of the water, so that in her progress she may remove a volume of water more superficial than vessels of her tonnage of the present mould, inasmuch as that water nearer the surface is more readily removed than water deeper situated.

She possesses the property of being weatherly, from her length, depth of keel, and form of bow ; and of great stability, even at a light draught of water, from the iron ballast being situated so much below her principal capacity, as, in effect, to produce the stiffness that would arise from a solid iron keel. This extraordinary stiffness is certainly objectionable in vessels as they are at present constructed ; but that under consideration is exceedingly light rigged, and cannot roll with the violence of a stiff Ship, from the nature of her form : of course, the masts will be infinitely less in danger of being carried away, notwithstanding the stiffness of the vessel.

Having examined the general qualities of her hull, let us turn to the nature of her sails. They are contrived to approach a flatter surface than sails at present do, and to make the fore and aft sails stand at the same angle with the wind, both below and aloft, which cannot be done in the present fore and aft vessels. For instance : To make the head of a cutter's main-sail stand upon a wind, it is necessary to haul the boom in almost fore and aft ; thus in effect, by making the head of the sail serviceable, the foot is rendered almost useless. The sails too stand with that uniformity and openness of situation, as not to take from each others power, which is repeatedly done in a Ship, by the overlapping of stay-sail over stay-sail, and square-sail over square-sail, each destroying the effect of the other by back and eddy winds. Again, the sails being placed upon a greater number of masts not only afford the advantage of small and commodious fore and aft sails, which can be gibed with safety and be managed by a few hands, but also produce more weather-leaches, by the united effort of all which, the acceleration of the vessel will be much augmented. The weather part of every sail being struck by the wind with more force than the lee part : of course, if the same quantity of canvas be set obliquely to the wind in detached pieces, their united efforts will be greater than the same quantity of canvas in one piece set to the same position.

Secondly, Easy and quick manœuvring.

To stay, merely put the helm down, and brace round the head yards, which is the whole duty to be performed, as the after sails of themselves

will swing over to their proper angle for the other tack *. To *veer*, let fly the sheets of the three after masts, then proceed with the head-sails, as is customary in a Ship, gathering in the after sheets as the wind gets round upon the opposite quarter. Should it blow fresh, it will be proper in veering to brail up the three after topsails, and to take in the mizen and quarter courses. *Laying-to* is performed by bracing aback the head-sails, and hauling in flat the after sheets; and at all times, the proper balance of helm may be produced, by taking in one or other of the after sails.

Thirdly, *The great safety arising from the ease with which sail may be reduced.*

In a sudden squall, the merely letting fly the mast sheets of the fore and aft sails, is an instant relief to all the after masts, the head sails only requiring particular labour and attention.

Fourthly, *The extreme snugness which the vessel admits of.*

The topmasts, even at sea, are readily struck, without impediment to the working of the course sails; which sails, when the vessel is thus made snug, may be carried in very hard blowing weather, to the probable advantage of turning her off a lee shore.

Fifthly, *The masts do not depend upon each other, or upon the bowsprit for their support.*

Thus one mast may fall without endangering or destroying the effect of the rest.

Sixthly, *The great reduction in top hamper, height, and size of masts.*

With convenience she will carry every store belonging to her, even spare lower masts.

Seventhly, *The abridgment of chain wales for her rigging.*

These can very well be dispensed with, on account of her tumbling out as she rises; which also gives her the advantage of coming alongside another vessel with safety.

Eighthly, *The very great economy of every kind of store.*

This circumstance arises from the equality maintained in masts, sails, and rigging, and from the sails being so contrived as to fill up the whole space between the masts, without that frequent over-lapping of canvas we meet with in a Ship—one-third of the canvas will undoubtedly be saved.

Ninthly, *The masts being equally spread throughout the vessel will produce so even a strain when she labours as not to wear and rack the hull partially.*

This is not the case in cutters, brigs, or Ships, particularly, near the main-mast.

* This proved to be the case, without a single exception, during the passage of the vessel from Chichester to the river: in short, practice has hitherto fully confirmed, when ingenious theory first suggested.

QUESTIONS AND ANSWERS RELATIVE TO
NAVAL GUNNERY.

Question. **W**HAT are the dimensions of a truly fortified iron gun?

Answer. A truly fortified iron gun ought to measure eleven diameters of the bore as the circumference of the base ring, nine diameters at the trunnions, and seven as the circumference of the muzzle ring.

Q. What are the dimensions of a truly fortified brass gun?

A. It should measure two diameters less at each place of measurement than the iron gun; that is to say, nine diameters of the bore as the circumference of the base ring, seven at the trunnions, and five the muzzle ring.

Q. How are you to discover when a gun quadrates, or hangs well in her carriage?

A. Every gun ought to measure in length seven times her own diameter at the vent; the trunnions ought to be placed at the distance of three diameters from the base ring; then there will remain four diameters in distance from the muzzle.

Q. How can you discover whether the carriage is proper and of due length for the gun?

A. A carriage ought to be five-eighths the length of the gun, and the eye will easily discover if it is wide enough and high enough, or too high.

Q. How do you dispart a gun in order to take proper aim at a given object?

A. Insert a priming wire into the vent, and let it touch the lower part of the metal of the bore; mark the wire close to the vent, take it out, and rest it on the lower metal of the rose at the muzzle, and the distance between the muzzle ring and marked part of the wire is the height of the dispart.

Q. How will you find the thickness of the metal at vent, trunnions, and muzzle?

A. I will take the diameter of the gun at the vent, and lay it down thus |———|, which will express the diameter; then I will insert a priming wire into the vent, and let it rest on the lower metal; mark it close to the vent, and taking it out, lay the mark on the line of the diameter, thus |———|. I will then crook the end of the wire a little, that it may enter the vent, and inserting it a second time, turn it round till it catches the upper metal of the bore; then

mark it again close to the vent, set off the distance on the same line of the diameter, and mark how far it reaches from the other end of the line, thus $\left| \begin{array}{c} \text{A} \\ \hline \end{array} \right| \left| \begin{array}{c} \text{B} \\ \hline \end{array} \right| \left| \begin{array}{c} \text{A} \\ \hline \end{array} \right|$; then will A and A represent the thickness of the metal, and B the bore of the gun; and if the portions A A of the line are equal to each other, the thickness of the metal is equal, and of course the gun centrally bored. I will then girth the gun at the trunnions with waxed twine, and if it measures nine diameters of the bore, the gun is so far truly fortified. Observing the same operation at the muzzle, where it is to measure seven diameters, the process is complete.

Q. How are you to discover whether a gun is truly bored?

A. Take a spare sponge-staff and fix on it a rammer-head, strike a chalk line on it, from one end to the other, and put it into the gun as far as it will go, keeping the chalk line uppermost, and exactly in the centre; then prick down the vent with a priming wire; and if you find on taking out the rammer you have pricked into the chalk line, you may reasonably conclude the gun is truly bored; but if you miss the chalk line, that it is not.

Q. How do you discover when a gun is honeycombed?

A. Take a spring searcher* with five prongs, and a reliever, muzzle the searcher, and ram it home in the gun; take off the reliever, and keep turning the searcher backwards and forwards; you will easily discover whether it catches; when it does, mark the staff close to the muzzle, then turn the searcher again as before, and whenever it catches again, mark the staff as in the former instance; so that by laying the staff when drawn out on the outside of the gun, you may nearly judge where the honeycombs are.

Q. How can you discover the depth of the honeycombs?

A. Take a searcher with one prong, and a reliever; arm the end of the prong with wax; then ram it home in the gun; take off the reliever, and turn the searcher till it catches, then will the impression made in the wax shew the shape and depth of the honeycomb.

Q. How deep must a honeycomb be to render the piece unserviceable?

A. If the honeycomb on either side, or on the lower metal between the breech and the reinforce ring, is three-tenths of an inch deep, the gun is to be condemned; if on the upper metal, four-tenths; if on

* A most ingenious instrument invented by the late General Desaguliers, and since brought to the greatest perfection, has totally superseded the use of this contrivance. All guns intended for sea service are now previously examined by proper officers belonging to the Ordnance Board, who, by means of this instrument, being able to ascertain, with the greatest precision, the internal state and defects of any gun, after a very short examination, of course reject all those which, either from natural defect, or subsequent injury, appear unfit for his Majesty's service.

any part without or beyond the reinforce ring, five-tenths are sufficient.

Q. How are you to discover whether a gun is sound or cracked?

A. By striking a smart blow on the gun with a hammer. If it rings clear, it may be concluded the gun is sound; if the gun jars, or emits a hoarse sound, 'tis most probable the gun is cracked.—Or the following method may be taken:—stop the vent, and light a piece of touchwood; put it into the gun, and stop the muzzle securely; let the touchwood remain in the gun four or five minutes; if the gun is cracked, the touchwood will burn out; if the gun is sound, extinguished.

Q. How is a shot to be fitted to a gun?

A. By dividing the diameter of the bore into twenty equal parts, the diameters of the shot ought to be nineteen of those parts.

Q. How are you to find the proper proportion of powder?

A. Eighteen-pounders, and all inferior calibres, require half the weight of the shot; for all above, there are certain rules to find the proper proportion by.

Q. How is a gun to be secured, if it breaks loose?

A. By cutting down the hammocks, tripping the gun, and lashing it to the ring-bolts of the side till fine weather.

Q. How is a gun to be cleared when a bit is broke in it?

A. By drawing the gun, and sprinkling powder with a ladle from the breech to the muzzle; this done, drive in a tight tampion with a small score in it, and blow the gun off.

Q. If a shot has fetched way in the gun, how is it to be secured?

A. By damping the powder, or splitting the tampion; then insert a rope sponge of a small size, and drive the wad home.

Q. Suppose in loading your gun the shot sticks by the way; if you fire the gun, it splits, and you cannot draw the gun, what must be done to free it?

A. The powder must be damped, and while that is soaking, some powder must be mealed, and the gun primed, getting as much powder down the touch hole as possible; then fire the gun off.

Q. Suppose a Ship going to sea immediately, it is required that all things should be ready for action; what must they be?

A. The powder filled, the powder-horns and partridge or grape shot between the guns, hammered shot in the buckets, crows and hand-crows, leavers at the guns; nets and cheeses of wads fore and aft; the match-tubs in their places, the matches ready, the lockers full of shot, the spare tackles and breechings ready, wet swabs at the door of the magazine and heads of the ladders; the boxes of hand grenades ready for the tops.

Q. How thick ought the metal of a gun to be at the vent?

A. One diameter and a quarter of the bore in thickness.

Q. How many men are necessary to a gun in case of engagement?

A. One man to every five hundred weight of metal.

ARTIFICIAL RUDDER.

MR. EDITOR,

I beg leave to remind the public, through your Chronicle, of an expedient which was successfully tried in the year 1752, on board the *Elizabeth*, from Jamaica, burthen 160 tons, *Charles Seaton*, Master, after she had lost her rudder in a storm, lat. 43. 47. distant from the Lizard about 500 leagues, as the knowledge of this invention may be of infinite service to small Ships in the same unfortunate circumstances.

H.



a, a, Cleats nailed on the Ship's side to keep the guide rope in its place.

b, A block to keep the rope from the Ship's side.

WE took an old cable almost four inches in diameter; cut it off in nine lengths twelve feet and an half long; and lashed them one to the other till the breadth was about four feet; we then lashed small spars across to keep them stiff. To the part next the stern-post, and the back of the rudder, were lashed studding sail booms, the whole length (a square piece of timber would have done as well), to keep it from bending. When let down into the water, two guides were fastened near the bottom, and two near the top of the rudder; and brought up on each side of the vessel, to hold it to the stern post. In order to fix it, at first, a tackle was fastened to the upper part, and also to a yard, which was laid from the mizen mast over the stern; which yard we raised up, and then hoisted the rudder over the stern; which we were obliged often to do to fix fresh guides. Steering tackles we fixed near the outside of the rudder, which being brought up each side the stern, steered her almost as well as a proper rudder would have done.

NAVAL LITERATURE.

An Essay on Fevers, wherein their Theoretic Genera, Species, and various Denominations, are, from Observation and Experience for Thirty Years in Europe, Africa, and America, and on the intermediate Seas, reduced under their characteristic Genus, Febrile Infection; and the Cure established by Philosophical Induction. By ROBERT ROBERTSON, M D. Physician to the Royal Hospital, Greenwich. Octavo. 286 Pages. 5s. 1796. G. G. J. and J. Robinson.

THAT active principle in the mind of man which is almost continually employed in tracing effects to causes, from some inexplicable reason, forms its results, even where the greatest ingenuity and powers of perception and induction reside, with as much difference and as great variety as there appears in the habits, persons, and dispositions of mankind. Still, there starts forth, in every efflux of real genius something highly probable, something persuasive, and which, if not perfection itself, appears a well judged attempt to produce it. This remark will appear perfectly just on comparing the theories of fevers from Hippocrates downwards, to Hoffman, Astruc, Huxham, and later writers with those of the present very ingenious author, who, if his doctrines of the causes of fevers should meet with casual objections among the sceptics, and not become the future dicta of physic, would only share the same fate with many authors, whose labours have handed them down to lasting honors.

But whatever assent or dissent there may be as to these doctrines of causes, there will, with the really ingenious practical physician, be little disagreement on the propriety of the applications to, and conduct of, the effects. In the pursuit and display of truth, perspicuity of language is all that is actually demanded; but in a polite and enlightened age, in a learned and elevated profession, the beauties of style, if not indispensable, are laudable in a high degree. This is a praise, as well as that of deep research, penetration, and originality, that it would be unjust to withhold from the present work.

The opinions of this ingenious author are derived from the best of all sources; for however theories fancifully and ingeniously drawn may amuse and entertain, it is to practice alone we must look for instruction. The general account of the disease, contained in the Preface and Introduction, will form a very proper and correct key to this truly valuable production.

Febrile infection is indeed a new term, as far as I know; but I believe it will meet with approbation, because it is definite, sufficiently comprehensive.

prehensive, and also inapplicable to any other disease, which cannot be said of the general term *Fever*; for every reader knows that fever accompanies in some degree every disease to which the human frame is subject. Such a term, therefore, is vague and indefinite. I have moreover been determined in my choice of the expression *febrile infection*, from observing that fever is always infectious more or less in every quarter of the globe, and in all seasons, according to circumstances. Hence I infer, that fever always has been, and always will be, more or less infectious. Should practitioners affirm, that such or such fevers have not been infectious, their declaration would no more invalidate the doctrine I mean to inculcate, than if they were to say, that small pox are not infectious, because they may have seen many persons escape in the same family where the disease has been raging. Nay, it is well known, that all possible means to communicate the small pox by inoculation and contact have been often tried in vain. But does this destroy the general doctrine and belief of the contagious nature of the disease. The fact is, that neither small pox nor febrile infection can be communicated, unless there be in the constitution a predisposing cause, or state to receive the contagion. If Providence had not wisely ordained this, every person who approached the sick, wherever these disorders prevailed, would inevitably have been infected, and the plague, which I am satisfied is only febrile infection, or endemic fever in its most virulent state, and rendered so extremely deleterious by the impure air of crowded and ill planned cities, unwholesome poor diet, unskilful treatment of the sick, filth, season, and climate, would become universal, and destroy mankind.

Again, infectious diseases in all countries, and at all periods, have been ranked among the severest calamities incidental to mankind, and febrile infection (one species of these) has ever been considered as a tremendous and fatal foe to human existence. The millions who perish in the fleets and armies of contending nations are swept away in greater multitudes by the secret malignancy of fever, than by all the destructive implements of war.

An exact register, not only of the *number* who fall victims, but of the *diseases* also of which they die, in the public service (with the methods of treating the diseases in peace as well as in war) would greatly obviate this calamity, and be productive of general good; and the plan might, I think, be extended beyond the limits of navies and camps to civil society at large. The judicious and diligent practitioners would then be distinguished from obstinate or indolent theorists. The inexperienced would either be instructed, or compelled by shame to withdraw from a profession for which they were unqualified; while those who, by an unwearied attention to diseases and the effects

of remedies, promoted the public good, would deservedly receive the well earned rewards of their labour and skill. Young professors would no longer be led by any theoretic authority whatever, but would adopt those methods which experience had shewn to be most successful. Emulation to excel in so laudable a plan, instead of an ambition to establish the visionary theories of a day, would universally prevail. For God's sake, let not mere theory or hypothesis any longer regulate the profession of a science upon the success of which the interest and lives of mankind depend.

Fever has been my favourite study for thirty years ; and having been chiefly employed in the Navy during that period, I have enjoyed in three quarters of the world a more extensive field for observation than any man, as far as I know, who has ever written on the subject. Upon entering this field of observation, I was almost deterred from any pursuit by practical writers ; for according to their systems, much time was requisite even to know the names, the genera, and species of fever ; nay, thousands of years, I found, had not been sufficient to mark these, much less to furnish a complete history of them on their visionary hypotheses. Even Sydenham, a favourite author, I observed, went on adding annually new species to the immense stock ; so that, instead of being instructed, I was bewildered and lost. In this state of perplexity, I resolved to attend diligently, and to mark down minutely, every case of fever, as it occurred to me in every country, climate, and season ; and upon comparing them together, I have found that fever is universally one and the same disease.

As there were at different periods various theories of fever, so the treatment of fever varied accordingly. Dr. Miller's *Observations on the prevailing Diseases in Great Britain, together with a Review of the History of those of former Periods, and in other Countries*, were published in March 1770. Dr. Clark's, on *Diseases in long Voyages to Hot Climates*, and particularly those which prevail in the East Indies in 1773, and mine in the years 1769, 71, 72, 73, 74, 76, 77, and 78, had already extended to Africa, the West Indies, Continent of America, and different parts of Europe. The success of the treatment in the different quarters of the world, which was seen in comparing our observations, proved on what a solid foundation the system was laid. My observations have since been made in various parts of Europe, and are published up to May 1789.

Such a collection of important observations to be made by gentlemen nearly at the same time, without each other's knowledge, was a little extraordinary, and, without vanity I believe I may add, fortunate for mankind, as all the proofs which could be wished for on the subject are now furnished. Indeed, many practitioners and writers have been

so well satisfied with them, that they have secretly adopted them ; and while they have closely imitated the least beneficial part of the plan with very little decorum, have claimed the honour of being the originals. By one writer, an entire new doctrine has been built on the successful event of this new plan or system ; which doctrine, as far as it respects the new mode of treatment of fever, will, I may venture to say, last as long as medicine is practised, after it is once adopted ; which will soon be the case universally, I have no doubt.

Having, in my Physical Journal and Observations, laid before the reader the appearance of fever from the four great and dreadful sources of febrile infection, viz. marsh miasmata, jails, hospitals, and Ships ; and having avowed that the infection of the three last sources is one and the same, as they produce a fever perfectly similar, consequently that the fever is the same ; and as it may appear obvious to every reader, by comparing the histories of the fever, that fever from these sources differs in no essential respect from fever arising from the other grand source of febrile infection ; and as the same mode of treatment is equally successful in all of them ; I am led to conclude, *that febrile infection is the same throughout the universe*, and that the cure depends upon one invariable philosophical principle.

[To be continued.]

Naval Poetry.

ON

REAR-ADMIRAL LORD NELSON'S VICTORY.

Non isti imperium pelagi, sævumque tridentem
Sed mihi forte datum.

VIRGIL.

YE painted Chieftains, whom, at honour's call,
To battle rous'd, no danger could appal !
Who Cæsar's might with naked breast withstood,
And drench'd the plains of Kent with Roman blood ;
Who with rude arms, and inexpert in war,
Thro' the thick legions drove the scythed car ;
Fac'd their bright steel with irretorted eye,
And, tho' you could not conquer, dar'd to die !
And you, their sons, as terrible as they,
In courteous chivalry's heroic day,
Prompt to unsheath the sword with equal zeal,
For beauty's smile divine, or England's weal ;
Who strew'd the field of *Cressy* with the dead,
By *Edward's* sable boy to glory led !

You too, who dar'd, at *Agincourt*, oppose
 A small, but patriot, band, to hosts of foes ;
 When your fifth Harry's arm, with hardy blow,
 Laid the plum'd crest of stout *Alanson* low ;
 When each youth fought, as on his single lance
 Had hung the fate of Albion and of France !
 Look, oh ! look down from your celestial statè,
 Ye sacred shades of the departed Great !
 Say for your Country's good, your Country's fame,
 Did e'er your bosoms burn with brighter flame
 Than that which glow'd in Nelson's gen'rous soul,
 Where the proud Nile's majestic waters roll,
 When humbly bow'd the boasted tricolor
 To British valour on th' *Egyptian* shore ?

As some bright angel of unwearied wing,
 Arm'd with the bolts of heav'n's eternal King,
 Sublimely soaring, at the high command,
 Hurls dire destruction on a guilty land ;
 So, at her awful voice, Britannia's son,
 Far fam'd for many a deed of prowess done,
 'Mid the fell bands of France to spread dismay,
 And curb ambition, ploughs the wat'ry way,
 With daring prow, with swelling sail unfurl'd,
 Charged with the vengeance of a suff'ring world.

O for that scrapp voice, whose lofty strains,
 Sung warring spirits in th' etherial plains,
 And Gabriel driving from the realms of bliss
 Hell's vanquish'd legions to the deep abyss !
 Then might I paint the fury of the fight,
 And all the horrors of that dreadful night,
 When the great *Nelson*, in Aboukir's Bay,
 Descried the Gallic fleet, and darted on his prey.

Now issue forth, from each tremendous tire,
 Volumes of smoke, and cataracts of fire ;
 The roaring cannons, thro' the pitchy gloom,
 Disgorge Death's dæmons lurking in their womb ;
 Hiss thro' the hurtled air the whirring ball,
 And all is desp'rate rage, and darkness all,
 Save when the vivid lightnings, as they play,
 Flash on the decks a momentary day.
 The Chief unmov'd, amid the iron show'r,
 Calmly directs the thunder where to pour ;
 Loud shrieks are heard ; and ting'd with hostile gore,
 The sea flows purple to the frighted shore ;

In speechless anguish stands the foe aghast ;
 Rattle the yard-arms ; groans the falling mast ;
 And with torn sail, and many a tatter'd vane,
 Dash their long ruins o'er a foaming main.

See ! from yon Gallic Ships * a flood of light
 Breaking impetuous on the aching sight ;
 All glaring as the sun's meridian rays,
 Flame rolls on flame, and blaze succeeds to blaze !
 Where, where, ye Gauls ! for safety shall ye go ?
 Fierce fires above, the yawning deep below. —
 Ah ! soon each heart-perplexing doubt is o'er ;
 The huge volcanos burst with hideous roar ;
 Aloft th' enormous wrecks in æther fly,
 And planks, and arms, and men, are whirl'd into the sky !
 Quakes in her slimy bed the crocodile,
 And all the monsters of prolific Nile ;
 The hollow shores rebellow to the sound,
 Tremble Rosetta's turrets, shakes the ground,
 While the wild Arab, 'mid the-tott'ring walls,
 Leaps from his couch, and on his prophet calls ;
 And each fond mother, with pale fear oppress'd,
 Hugs her child closer to her swarthy breast.

Lo ! on the rear of that immortal night
 The fair Aurora peeps with golden light !
 The scene how chang'd ! erewhile her orient ray
 Danc'd on the Gallic streamers, bright and gay ;
 In firm array the naval tow'rs display'd
 To wondering *Mamelukes* and *Copts* dismay'd,
 Whence floated on the breeze, the palms among,
 The shout exulting, the triumphant song.
 The scene how chang'd ! of all their glories shorn,
 Late sorrowing Egypt's terror, now her scorn ;
 With ensigns lower'd, and with blood o'erspread,
 Ports choak'd with men, the dying and the dead ;
 The pond'rous hulks, their thunders forc'd to sleep,
 Load with their shatter'd mass th' Hesperian deep.
 Thus, when the tempest, scowling o'er the waves,
 Forth rushes from the dark *Æolian* caves,
 And, through the lurid air with clouds o'er cast,
 O'er pines *Norwegian* sweeps the howling blast,
 The proud trees crash, their tall tops downward sunk,
 Lays stript and bare each mutilated trunk.

* The Orient and the Timoleon.

While Victory, faithful to a PATRIOT KING,
 Thus on his valiant Navy spreads her wing,
 The notes of fame the mighty deeds relate ;
 But Europe trembles for her hero's fate !
 Cease, cease its fears ! the scar which glory ploughs,
 Intrepid *Nelson*, on your manly brows,
 She tends with lenient hand, and, hov'ring round,
 With all her laurels veils the glorious wound.

These are thy triumphs, Britain ! Thine alone,
 Great guardian of the altar and the throne,
 To speak in thunder to the world around,
 And grasp the trident of the Deep profound.
 O'er seas, by Commerce led, securely roam,
 And bring the wealth of distant empires home ;
 Unfold thy union-cross, without controul,
 To the scorch'd Line, or ice-encrusted Pole ;
 Climes where the *Lapland* peasant shiv'ring roves,
 Or the soft *Indian* lies in citron groves ;
 Thy powerful aid to scepter'd suppliants yield,
 And o'er them stretch thy tutelary shield ;
 Imperial *Austria's* drooping eagle raise,
 New plume his wings, restore his wonted blaze ;
 Relume the *Turkish* crescent in its wane ;
 Bid *Memphis'* tawny sons no more complain ;
 Beneath the shade of British banners bold,
 Bid *Tagus* fearless roll o'er sands of gold ;
 From rapid *Volga's* banks call armies forth,
 And rouse the millions of the torpid North ;
 Pitying the orphans and the widow's tear,
 Arrest of frantic Gauls the wild career ;
 Who, deadlier than an earthquake or a storm,
 Fair Nature's works with impious hand deform,
 And tear, disdainful of the wrath divine,
 From men their blessings, and from God his shrine.

Let vaunting Gallia view with jealous eye
 Thy smiling plains, the seat of Liberty ;
 Of future conquests in her orgies boast,
 And dream of golden plunder on thy coast !
 Still shalt thou brave, wide Ocean's stately queen,
 Her rage, all impotent, with looks serene ;
 Show thy great Chiefs, to foes untaught to bow,
 A DUNCAN, VINCENT, NELSON, and a HOWE,
 Prepar'd to smite the base invading horde,
 Like the bright cherubim, with flaming sword,

Plac'd on the confines by th' Almighty pow'r,
To guard the sacred pass of *Eden's* bow'r.

Illustrious names! if e'er the Muse can give
Immortal fame, immortal shall ye live?
Still shall ye shine in glory's high abodes,
Amid the heroes and the demigods,
To save a sinking world by heav'n design'd
The Fathers and Protectors of mankind!

WEST INDIA DOCKS.

THE Ceremony of Laying the First Stone of the buildings of this magnificent undertaking was performed on Saturday, the twelfth inst. the anniversary of the day (the twelfth July, 1799) on which the Act of Parliament for carrying the same into effect, received the royal assent.

The company assembled at the London Tavern, at one o'clock, and moved in the following procession to the Isle of Dogs:—

The DIRECTORS of the WEST INDIA DOCK COMPANY*;

And in the last of their carriages

The CHAIRMAN and DEPUTY CHAIRMAN;

THEN

The Lord Chancellor,

Earl Spencer,

Lord Hawkesbury,

The Right Honourable William Pitt,

The Right Honourable Henry Dundas,

The Right Honourable Dudley Ryder,

The Right Honourable Thomas Steele,

- 1 George Hibbert, Esq. Chairman, Mincing Lane.
- 2 Robert Milligan, Deputy Chairman.
- 3 Sir John William Anderson, Bart. Adelphi.
- 4 Robert Bulcock, Esq. 172, Bishopsgate Street.
- 5 Sir John Eamer, Knt. Wood Street.
- 6 William Chisholme, Esq. 74, Queen Ann Street, East.
- 7 William Curtis, Esq. Alderman, Lombard Street.
- 8 Henry Davidson, Esq. 14, Fenchurch Buildings.
- 9 John Duffell, Esq. 19, London Street, Fenchurch Street.
- 10 Thomas Gowland, Esq. 7, Savage Gardens.
- 11 James Johnston, Esq. 12, Upper Wimpole Street.
- 12 Edward Kemble, Esq.
- 13 William Lushington, Esq. 33, Mark Lane.
- 14 David Lyon, Esq. Clothworker's Hall, Mincing Lane.
- 15 Neill Malcolm, Esq. 7, Upper Seymour Street.
- 16 Thomas Plummer, Esq. 2, Fen Court.
- 17 Thomas Simmonds, Esq. 58, Red Cross Street.
- 18 Joseph Timpeon, Esq. 26, Philpot Lane.
- 19 John Wedderburne, Esq. 35, Leadenhall Street.
- 20 Joseph Welch, Esq. 11, Crooked Lane.
- 21 Henry Wildman, Esq. 6, Fen Court.

The Right Honourable Silvester Douglas,

Sir Joseph Banks, Bart. K. B.

Sir Andrew Snape Hamond, Bart.

And a numerous train of Members of Parliament, including those of the Select Committee of the House of Commons for the Improvement of the Port of London.

Soon after two o'clock the Procession arrived at the Works, where Lord Carrington, and many other distinguished personages of both sexes had assembled to be present at the ceremony, which was conducted in the following manner:—

The Stone had been previously prepared to receive two glass bottles, one of which contained the several coins (gold, silver, and copper) of his present Majesty's reign, and in the other the following inscription and translation thereof in Latin were placed:—

Of this Range of BUILDINGS,

Constructed, together with the adjacent Docks,

At the expence of public-spirited individuals,

Under the sanction of a provident Legislature,

And with the liberal co-operation of the Corporate Body of the

CITY OF LONDON,

For the distinct purpose

Of complete SECURITY and ample ACCOMMODATION

(hitherto not afforded)

To the SHIPPING and PRODUCE of the WEST INDIES at this wealthy

PORT,

THE FIRST STONE WAS LAID,

On Saturday the 12th day of July, A. D. 1800,

By the concurring hands of

The Right Honourable Lord Loughborough, Lord High Chancellor of Great Britain,

The Right Honourable William Pitt, First Lord Commissioner of his Majesty's Treasury, and Chancellor of his

Majesty's Exchequer,

George Hibbert, Esq. the Chairman, and

Robert Milligan, Esq. the Deputy Chairman,

Of the West India Dock Company;

The two former conspicuous in the Band

Of those illustrious Statesmen

Who in either House of Parliament have been zealous to promote,

The two latter distinguished among those chosen to direct,

AN UNDERTAKING,

Which, under the favour of God, shall contribute

Stability, Increase, and Ornament, to

BRITISH COMMERCE.

HVIVSCE . PIRAEI
 VNA . CVM . NAVALIBUS . VICINIS
 IMPENSIS . CIVIVM . DE . PATRIA . OPTIME . PROMERITORUM
 BENEVOLENTIA . SINGVLARI . MVNICIPI . VRBANI
 FAVSTA . SENATVS . CONSVLTI . TVTELA
 AVSPICIS . AVGVSTISSIMI . REGIS . FORIS . POTENTIAE
 GLORIAEQUE
 BRITANNORUM . DOMI . OPVLENTIAE . SECVRITATIQUE . NVNQVAM
 NON . PROSPICIENTIS
 SVSCEPTI . EXSTRUCTIQUE
 VT . PRAESIDIUM . ET . SPATIVM . REI . NAVALI . GAZISQUE . INDIAE
 OCCIDENTALIS . ADPRIME . IDONEVM . PRAEBERET
 IACTA . FVNDAMENTA . IV . NON . IVL . ANN . CHRIST . CIO . IDCCC
 CVRANTIBVS . NOBILISSIMO . ALEXANDRO . BARONE . DE
 LOUGHBOROUGH
 SYMMO . MAGNAE . BRITANNIAE . CANCELLARIO
 HONORATISSIMO . GVLIELMO . PITT . QVINTVMVIRO . ET . FISCI
 REGI . PRIMUM . LOCVM . TENENTE
 EMINENTIBVS . INTER . VIROS . EXIMIOS . ET . PRAECLAROS
 QVI . IN . SENATV . ACERRIME . PROMOVERVNT
 GEORGIO . HIBBERT . ARMIG . PRAEFECTO . NEC . NON
 ROBERTO . MILLIGAN . ARMIG
 PRO-PRAEFECTO . REI . NAVTICAE . AD . INDIAM . OCCIDENTALEM .
 SPECTANTI
 INSIGNIBVS . INTER . ILLOS . QVI . PRAEFVERE . OPERI . QVOD
 DEO . ANNVENTE . AD . SALVTEM . EMOLVMENTVM . ET . DECVS
 COMMERCI . BRITANNICI . CONDVCERE . POSSET .

The bottles being deposited in the recesses made to receive them, and also a plate with the Directors names engraved thereon, Mr. Tyrrell, the Clerk and Solicitor to the West India Dock Company, read the inscription, and the four noble and honourable Personages named for that purpose raised the stone (by means of four rings fixed thereto) and laid it in the proper situation.

The spectators then gave three times three hearty cheers, and declared their best wishes for the success of the undertaking.

After the ceremony the Company viewed the extensive works carrying on at the Isle of Dogs, and expressed great pleasure and satisfaction at the spirited exertion manifested by the progress already made in a concern of such magnitude.

Gazette Letters.

ADMIRALTY-OFFICE, JUNE 21.

Copy of a Letter from the Earl of St. Vincent, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated on board his Majesty's Ship Ville de Paris, off Ushant, the 12th inst.

SIR,
I ENCLOSE, for the information of the Lords Commissioners of the Admiralty, letters which I have this instant received from Rear-Admiral Sir John Borlase Warren, giving an account of the boats of the ships under his orders having cut out from St. Croix three armed and eight other vessels, laden with provisions, for the combined fleet in Brest.

The Unicorn being short of water, I have directed Captain Wilkinson to see the prizes into Plymouth, and to rejoin the squadron the instant he shall have completed his water and provisions. I am, Sir, &c.

ST. VINCENT.

MY LORD, *Renown, off the Penmarks, 11th June.*
I beg leave to inform you, that having observed a convoy of brigs and chasse marées at anchor near a fort within the Penmarks, destined for the fleet at Brest, and being of opinion that they might be cut out, I directed two armed boats from this ship, commanded by Lieutenants Burke and Jane, together with Lieutenant Killogrivoff of the Russian Navy, as well as from each ship of the detachment under my orders, to rendezvous on board the Fisgard, and to follow Captain Martin's directions for their further proceedings, whose letter to me is inclosed: and I am happy to say that the service was performed with much gallantry and success on the part of the officers and men of the ships employed. Although some loss on our part has been sustained, I trust the measure will meet your Lordships' approbation.

I have the honour to remain, &c.

The Earl of St. Vincent, K. B.

JOHN BORLASE WARREN.

SIR, *Fisgard, off the Penmarks, June 11.*
In pursuance of the directions you gave me yesterday evening, two boats from each ship named in the margin* assembled on board the Fisgard, in order to attack the convoy laying at St. Croix; and at eleven o'clock, being as near the shore as the darkness of the night would permit (and the mode of attack previously determined), they proceeded under the command of the following officers: Lieutenant Burke, Renown; Lieutenant Green and Lieutenant Gerrard, Fisgard; Lieutenant Stamp, Defence; and Lieutenant Price, Unicorn; but the wind being fresh from the south east, prevented their reaching the above anchorage till after day-light, when, in opposition to a heavy battery, three armed vessels, and a constant fire of musquetry from the shore, they took the three armed vessels and eight others, laden with supplies for the fleet at Brest; the rest, amounting to twenty sail, run upon the rocks, where many of them will certainly be lost.

I have the pleasure to assure you, that the officers and men employed on this service shewed a degree of zeal and intrepidity that can only be equalled by the cool steady conduct which I had the satisfaction to observe in them, when passing through a very intricate navigation, under a constant discharge of cannon from the shore.

Lieutenants Burke and Dean speak highly in favour of Mr. Jane, acting Lieutenant of the Renown, Mr. Fleming, Mate of the Fisgard, and Lieutenant Killogrivoff, of the Russian service (a volunteer); and I am glad they have had this opportunity of recommending themselves to your notice.

* Renown, Fisgard, Defence, and Unicorn.

The enemy have lost several officers and men; and I am sorry to annex the names of several wounded in our boats.

I have enclosed a list of vessels captured.

I have the honour to be, &c.

Rear-Admiral Sir J. B. Warren, Bart. K. B.

B. F. MARTIN.

A List of Vessels taken by the Boats of a Detachment of his Majesty's Ships under the Command of Rear-Admiral Sir John Borlase Warren, Bart. K. B. on the 10th of June.

La Nochette gun-boat, of two 24-pounders.

Two armed chasse marées, of six and ten guns each.

Two Brigs, two sloops, and four chasse marées, laden with wine, brandy, flour, and pease, provisions for the fleet at Brest.

(Signed)

J. WARREN.

Remon, June 11.

A Return of Men wounded in the Boats belonging to a Detachment of his Majesty's Ships under the Command of Rear-Admiral Sir John Borlase Warren, K. B. in attacking and capturing a Convoy belonging to the Enemy, at the Penmarks, on the Coast of France, 10th of June.

Remon.—Robert Bulger, Admiral's Boatswain, wounded.

Fugard.—Thomas Hall, Quarter-Master, wounded; William Jones, marine, wounded; Robert Richardson, seaman, dangerously wounded.

J. WARREN.

ADMIRALTY-OFFICE, JUNE 21.

Extract of a Letter from Admiral Milbanke, Commander in Chief of his Majesty's Ships and Vessels at Portsmouth, to Evan Nepean, Esq. dated the 20th inst.

The Constance brig anchored here this morning from the westward, with the Deux Amis, a small French cutter privateer, mentioned in the inclosed letter from Lieutenant Wright, her Commander.

SIR,

His Majesty's Hired Armed Brig Constance, Spithead, June 20.

I beg leave to acquaint you, that at seven P. M. the 19th instant, St. Alban's Head bearing N. by E. four or five leagues, I fell in with and captured a small French cutter privateer, of eight men, armed with musquetry, called the Les Deux Amis, belonging to Cherbourg, out two days, and had captured a sloop, called the Friends of Guernsey, laden with stone.

I have the honour to be, Sir, &c.

Admiral Milbanke, &c.

MAYSON WRIGHT.

ADMIRALTY-OFFICE, JUNE 24.

Copy of a Letter from Vice-Admiral Sir Thomas Pasley, Bart. Commander in Chief of his Majesty's Ships and Vessels at Plymouth, to Evan Nepean, Esq. dated the 20th inst.

SIR,

I have the pleasure to inclose, for the information of the Lord Commissioners of the Admiralty, a letter which I have received from that very active officer, Captain Seymour, of his Majesty's sloop the Spitfire, stating his having captured a very fine brig privateer, with which he arrived here this morning.

I am, Sir, &c.

THOMAS PASLEY.

SIR,

Spitfire, Plymouth Sound, June 20.

I have the pleasure to acquaint you, that this sloop captured yesterday, ten leagues S. S. E. from Scilly, the French brig privateer L'Heureux Courier, of Granville, carrying 14 six-pounders and 54 men.—She was on her return from her first cruise to the westward, and had made three captures, which reduced her complement. I have the honour to be, Sir, &c.

Vice-Admiral Sir T. Pasley, Bart. &c.

MICHAEL SEYMOUR.

ADMIRALTY OFFICE, JUNE 28.

Copy of a Letter from Vice-Admiral Lord Keith, K. B. Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated on board the Minotaur, off Genoa, May 21.

SIR,

I have the honour of reporting to you, for the information of their Lordships, that, by private intelligence from Genoa, I understood the French had resolved on boarding our flotilla in any future attempt to bombard the town, and yesterday, about twelve o'clock, a very large galley, a cutter, three armed settees, and several gun-boats, appeared in array off the Molehead, and in the course of the afternoon exchanged distant shot with some of the ships as they passed them. At sunset they took a position under the guns of the moles and the city bastions, which were covered with men, manifesting a determined resistance. I nevertheless arranged every thing for a fourth bombardment, as formerly, under the direction of Captain Philip Beaver, of the Aurora, who left the Minotaur at nine P. M. attended by the gun and mortar vessels, and the armed boats of the ships. About one o'clock, being arrived at a proper distance for commencing his fire, a brisk cannonade was opened upon the town, which was returned from various points; and Captain Beaver having discovered, by the flashes of some guns, that they were directed from something nearly level with the water, judiciously concluded that they proceeded from some of the enemy's armed vessels; calling a detachment of the ship's boats to his assistance, he made directly to the spot, and in a most gallant and spirited manner, under a smart fire of cannon and musquetry from the moles and enemy's armed vessels, attacked, boarded, carried, and brought off their largest galley, La Prima, of 50 oars and 257 men, armed, besides musquets, pistols, cutlasses, &c. with two brass guns of 36 pounds, having about thirty brass swivels in her hold, and commanded by Captain Patrizio Galleano. The bombardment suffered no material interruption, but was continued till day-light this morning, when the Prima was safely brought off: her extreme length is 159 feet, and her breadth 23 feet six inches.

On our part four seamen only have been wounded; one belonging to this ship, in the boat with Captain Beaver; one belonging to the Pallas; and the other two to the Haerlem. The enemy's loss is not exactly known, but one man was found dead on board, and fifteen wounded.

The satisfaction which I derive from considering the zeal, activity, and gallantry, with which this service has been performed, is greatly augmented by the flattering testimony borne by Captain Beaver to the good conduct of the officers and seamen who acted with him on this occasion.

I have the honour to be, &c.

KEITH.

ADMIRALTY-OFFICE, JUNE 28.

Copy of another Letter from Vice-Admiral Lord Keith, K. B. Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated off Genoa, April 21.

SIR,

A letter, of which the inclosed is a copy, received by me from Captain Oliver, of his Majesty's ship the Mermaid, will inform their Lordships how actively that officer has been employed in the important service of cutting off the supplies destined for the enemy's troops in the city of Genoa.

I have the honour to be, &c.

KEITH,

MY LORD,

Mermaid, Mahon, April 10.

I have the honour to acquaint your Lordship, that his Majesty's ship under my command has taken and destroyed nine vessels laden, mostly for Genoa, with wine and corn, between the 2d and 6th inst. Six of them were cut out by two of our boats, under the direction of Lieutenant Corbett; they were moored to a fort within the small islands near Cape Corsetta. I had seen them collecting all day; and soon after sun set I went in with the ship, under the battery, within the range of grapo-shot, and anchored with a spring on the cable; and, after cannonading the fort more than an hour, I saw the six vessels, which Mr. Corbett had most ably got under weigh, coming out, when I followed them

with the ship. I am happy to say that we have had no person hurt on this service; and a shot through our cut-water, which is of little consequence, is the only damage we have received. I have the honour to be, &c.

Right Hon. Lord Keith.

R. D. OLIVER.

ADMIRALTY OFFICE, JULY 1.

Copy of a Letter from the Earl of St. Vincent, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated off Usbant, the 26th of last Month.

SIR,

Ville de Paris, off Usbant.

I desire you will communicate to the Lords Commissioners of the Admiralty the inclosed report from Rear-Admiral Sir John Borlase Warren, of a well-concerted enterprize to destroy that part of the enemy's convoy that had escaped from St. Croix to Quimper, which only failed of its well meditated success by the ships retiring up the river; and I cannot too much praise the conduct of it.

I am, &c.

ST. VINCENT.

MY LORD,

Renown, at Sea, June 24.

I take the liberty of informing your Lordship, that having observed a small squadron of the enemy's vessels at the mouth of Quimper River, I anchored on the 22d, at night, off the Glenans, and directed a detachment of marines, together with three boats, manned and armed from the different ships * under my orders, to rendezvous on board the *Fisgard*, to follow the commands of Captain Martin, and to endeavour to take or destroy the above vessels: and I beg leave to refer you to the inclosed letter from Captain Martin for the transactions on this service. I have the honour to be, &c.

The Earl of St. Vincent, K. B, &c.

JOHN WARREN.

SIR,

Fisgard, at Sea, June 23.

I beg to inform you, that the boats of the squadron and marines employed under my direction, in attacking the vessels of war and convoy of the enemy in Quimper River, arrived off its entrance at day-light this morning, and, in order to protect the boats in the execution of this service, the marines were landed in two divisions, the one on the right bank of the river, under Lieutenant Burke, of the *Renown*, and the other on the left, under Lieutenant Gerrard, of this ship.

Lieutenant Yarker commanded the boats, and was going, with great expedition and good order, to the attack; but finding the enemy had removed to an inaccessible distance up the river, he immediately landed, stormed, and blew up a battery with several twenty-four pounders.

The other detachment also took and blew up two strong works.

It gives me great pleasure to say this affair terminated without any loss on our part; and the preparation made by the enemy in consequence of my reconnoitring their position yesterday morning, gives the most satisfactory testimony in favour of the spirit and conduct of the officers and men, who in less than half an hour gained complete possession of both sides of the river to a considerable extent; and if the vessels specified in the margin † had not moved upwards, they would certainly have fallen into our hands.

I have the honour to be, &c.

T. B. MARTIN.

P. S. The three forts had seven 24-pounders, which, with their magazines, were blown up.

ADMIRALTY-OFFICE, JULY 1.

Copy of another Letter from the Earl of St. Vincent, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated Usbant, June 26.

SIR,

I inclose, for the information of the Lords Commissioners of the Admiralty, a letter I have received from the Honourable Captain Curzon, of his Majesty's ship *Indefatigable*, giving an account of his having taken *Le Vengeur*, French privateer, of 16 guns. I am, &c.

ST. VINCENT.

* *Renown*, Defence, *Fisgard*.

† Frigate of 28 guns, brig of 12 guns, lugger of 16 guns, cutter of 10 guns, and several sail of merchant vessels.

MY LORD,

Indefatigable, at Sea, 12th June.

I have the honour to inform your Lordship, that I this day captured *Le Vengeur*, a French brig privateer, carrying six long four-pounders and ten eighteen-pound carronades, with a hundred men: two days from Bourdeaux, intending to cruise on the coast of Brazil. She sailed in company with three letters of marque, a ship, a brig, and a schooner, bound to Guadaloupe, and captured yesterday the *Snake*, lugger privateer, of Jersey.

I have the honour to be, &c.

Admiral the Earl of St. Vincent, K. B.

H. CURZON.

ADMIRALTY-OFFICE, JULY 8.

Copy of a Letter from Sir Charles Hamilton, Bart. Captain of his Majesty's Ship Melpomene, to Evan Nepean, Esq. dated at Gorée, the 23d of April 1800.

SIR,

You will be pleased to acquaint the Lords Commissioners of the Admiralty, that having been informed three French frigates were at an anchor under the forts of Gorée, this intelligence, with the force and situation of these frigates, induced me to take his Majesty's ship *Ruby*, then watering at Port Praya, under my command; and with this additional force I proceeded immediately in quest of them.

In the afternoon of the 4th instant, I reconnoitred the roadstead of Gorée; but not finding the frigates there, and conceiving our appearance sufficient to alarm the garrison, I dispatched Lieutenant Tidy with a verbal message, summoning the island to surrender (the inclosed letters having passed between me and the Governor): at midnight Lieutenant Tidy made me the signal agreed on, that my terms were complied with; the marines of the squadron were instantly landed, under the command of Captain M^cCleverty, and the garrison in our possession before day.

Their Lordships will be well aware of the strength and consequence of this acquisition, which, I am happy to state, has been obtained so easily; Mr. Davis, of the *Magnanime*, being the only person wounded before our flag of truce was observed from the forts.

On the 13th instant I dispatched Mr. Palmer with two boats and thirty men to *Jool* (a factory dependant on Gorée): he returned on the 22d, having executed his orders most perfectly to my satisfaction, and bringing with him from thence a French brigantine and sloop loaded with rice.

I have the honour to be, Sir, &c. &c.

C. HAMILTON.

SIR,

Melpomene, off the Island of Gorée, April 4. 1800.

I have received your answer to my verbal message to surrender the island of Gorée, and have to inform you, that the only conditions I can accept of are, to be put in possession of the forts and island of Gorée before twelve o'clock to-morrow noon: I allow you, Sir, and your garrison, to march out with all the honours of war; and these conditions only will be accepted.

I have authorised the bearer, Lieutenant Tidy, to fulfil my intentions; and have the honour to remain, &c.

C. HAMILTON.

N. B. All private property will be respected.
To His Excellency the Governor of Gorée.

*Gorée, 1st Germinal, 8th Year of the French Republic,
One and Indivisible.*

LIBERTY.

EQUALITY.

The Commander of Gorée to the Commander of the English Squadron off the Island.

SIR,

I have received the verbal summons which you have sent me by two officers of your squadron.

Anxious to defend the place which has been entrusted to me, I am likewise so to spare bloodshed. I expect, therefore, to receive from you to-morrow morning the conditions for the surrender of the place, to which I shall agree if they are admissible.

The Commander of Gorée,

GUILLEMIN.

ADMIRALTY-OFFICE, JULY 8.

Copy of a Letter from Sir Charles Hamilton, Bart. Captain of his Majesty's Ship Melampus, to Evan Nepean, Esq. dated at Spithead, the 4th instant.

SIR,

You will be pleased to acquaint their Lordships, that on the 17th ult. after a chase of fifty-seven hours, I captured L'Auguste French letter of marque, of 10 guns and 50 men, from Bourdeaux, bound to Guadaloupe.

I have the honour to be, Sir, &c. &c.

C. HAMILTON.

ADMIRALTY-OFFICE, JULY 8.

Copy of a Letter from Captain James Newman, Commander of his Majesty's Ship Loire, to Evan Nepean, Esq. dated at Lisbon, the 16th June 1800.

SIR,

I beg you will inform their Lordships, that on the 15th ult. at day-light, I discovered a strange sail in the convoy, which I had the satisfaction to capture after a chase of five hours. She proved to be La Francoise French schooner privateer, of 12 guns and 42 men, from Bourdeaux, bound to Guadaloupe.

I am, Sir, &c. &c.

J. N. NEWMAN.

ADMIRALTY-OFFICE, JULY 12.

Copy of a Letter from Captain Inman, of his Majesty's ship Andromeda, to Evan Nepean, Esq. dated off Dunkirk, July 8.

SIR,

I beg you will be pleased to inform their Lordships, that agreeably to their orders to me of the 17th of June, to take under my command the fire vessels and others named in the margin *, and endeavour to take or destroy the enemy's frigates in Dunkirk Roads, we joined at the appointed rendezvous the 27th following, but, from contrary winds, and the tide not answering, could not make the attempt before last night, when I fear the enemy had been apprised of my intention, as we were much annoyed by gun-vessels and others lying advanced some distance, which afforded the frigates an opportunity to cut their cables, and avoid our fireships.

I had directed Captain Campbell, of the Dart, to get in, if he could to the easternmost, and lay her on board, at the time I hoped the first fireship would have been entangled with the westernmost.

The handsome and intrepid manner of his completely carrying her in less than a quarter of an hour, and bringing her out, must convince their Lordships of his unparalleled bravery, and the very gallant conduct of his officers and ship's company, as the enemy's frigate was so much superior in force; and had it not been so instantly done, the ship could not have been got over the banks, as the water had begun to fall. By Captain Campbell's report to me, great praise is due to Lieutenant M'Dermott, who, I am sorry to say, is badly wounded.

I inclose Captain Campbell's letter to me, giving an account of this transaction; and have the pleasure to observe, that one spirit seemed to actuate the whole; but I am sorry that, notwithstanding the steady conduct of Captains Edwards, Butt, Leef, and Carthew, of the several fire-vessels, in remaining on board till completely in flames, the three enemy's ships, from cutting their cables, escaped before the wind, and ran out of Dunkirk Roads some little distance down the Inner Channel within the Braak Sand; one of them got on shore for a short time, but at day-light we had the mortification to observe her working back on the ebb tide, and, with the other two, regained their anchorage, though not without considerable damage, having received the fire of the Dart, Biter, and Boxer gun-brigs, within pistol-shot, before they cut.

I kept the Selby in the rear to act, had any remained long enough on shore, to have destroyed them by firing carcasses, and have now to regret I reserved her for that purpose, as I am confident, had Captain Williams been directed

* Wasp, Captain Edwards; Falcon, Captain Butt; Dart, Captain Campbell; Comet, Captain Leef; Rosario, Captain Carthew; Selby, Captain Williams; Boxer, Lieutenant Gubert; Teaser, Lieutenant Robins; Biter, Lieutenant Norman; Stag Cutter, Lieutenant Humphrys; Nile Luggar, Lieutenant Whitehead; Ann Cutter, Lieutenant Young; Kent, Lieutenant Cooban; Vigilant Luggar, Lieutenant Dean.

to lay one of the enemy's ships on board, he would have been successful in bringing her out.

I put Mr. Scott, First Lieutenant of the *Andromeda*, in the command of the boats in a gig, and Mr. Cochran, Third Lieutenant, in another boat; and as I had all the cutters to attend on the fire-vessels except the *Kent*, directed their Lieutenants in gigs to put themselves under his command; and by which means not any lives were lost; the *Kent*, Lieutenant Cooban, I directed to attack the gun-vessels, who trimmed them pretty handsomely, and prevented any boats from annoying ours, that were employed to take out the crews of the fire-ships.

I feel particularly indebted to Captains Mainwaring, Baker, and Seater, as also to Lieutenant King, Second Lieutenant, who was left in command of the *Andromeda*, for their perseverance in getting over the banks to render us every assistance by boats, and to be in readiness to meet the enemy, had they ventured over the Braak Sand; which position they maintained for that purpose in spite of fresh gales, and direct opposition to the established pilots, who gave up the charge of each ship on their hands while in this situation; and before, when I first made the proposition, positively refused taking charge of any vessels of the lightest draught of water intended for this service; but with the assistance of Mr. Moor, Master (whom I put on board the *Dart* to lead in), and Mr. Wheatland, Mate of the *Anne* hired cutter, who very handsomely volunteered their services to take any of the ships in, on my suggesting it to them, and some men which I got out of smugglers, I was enabled to put one on board each of the gun-vessels and fire-brigs; I feel an inward satisfaction at bringing the whole of the squadron through the Roads without the least difficulty. I cannot omit mentioning that Mr. Butcher, Master of the *Nile*, and Mr. Dean, Master of the *Vigilant* (luggers), at my request would have laid as a leading mark at Grave-lines Hook; the former performed this service, and I embarked with thirty volunteers from the *Andromeda* in the latter: and through the whole of this service I feel particularly indebted to the Commanders of the several vessels and cutters for their very steady conduct.

I inclose a list of killed and wounded, and am sorry to say that Captain Leef, of the *Comet*, is among the latter, having been blown up. I have also to acquaint you, for their Lordships' information, that from the mangled and unhappy state of many of the prisoners, I was induced to send a flag of truce with them into Dunkirk. I have the honour to be, &c.

H. INMAN.

SIR,

Dart, off Dunkirk, July 8.

Agreeable to the directions you honoured me with to board the easternmost of the enemy's frigates in Dunkirk Roads, should it be practicable, I have complete satisfaction in acquainting you, that about one A. M. I succeeded in carrying *La Desirée*, National frigate, mounting 40 guns, long twenty-four pounders, on the main-deck, with a complement of 350 men, some of whom were on shore.

From your being so nearly situated to me during the attack, I have only to anticipate your approbation of the *Dart's* conduct; but as individual merit could not be distinguished but by those present, I trust I may be permitted to speak in terms the most gratifying of Lieutenant M'Dermeit, who gallantly led the boarders on this occasion, and who, I fear, will lose his arm by a severe wound he received: indeed, I cannot say enough in praise of his gallantry in this unequal contest, having every reason to believe the enemy were fully apprised of your intentions, from the resistance they made, and the preparations that were found on board.

Lieutenant M'Dermeit, with much presence of mind, on being wounded, called to me he had possession of the ship, but feared they would rally, and requested an officer might be sent to take charge. Lieutenant Pierce gallantly anticipated my wishes, by jumping on board, completely repulsed the enemy, who were rallying at the after-hatchway, instantly cut her cables, got her under sail, and over banks which could not have been effected half an hour later. I also beg to state Mr. Ingledon, the Master's, conduct, as highly meritorious, in placing the *Dart* so completely on board the *Desirée*, and who nearly lost his

Vol. IV.

L

life supporting the boarders, by falling between the ships. Indeed, all the officers whom I had the honour to command behaved in a manner that will ever merit my warmest acknowledgments; and when I think of the support given me by my brave crew, I feel confident I shall never forget their loyalty and merit.

Inclosed I send you a list of killed and wounded; and am, Sir, your very humble servant,

To Captain Inman.

P. CAMPBELL.

A List of the French Squadron in Dunkirk Roads, on the Evening of the 7th of July.

La Poursuivant, of 40 guns, twenty-four pounders on the main deck, wears a broad pendant, Commodore's name Castagnie, Chief of Division.

Da Desirée, of 40 guns, twenty-four pounders on the main deck, commanded by Citizen Deplancy; taken by his Majesty's sloop Dart.

L'Incorruptible, of 40 guns, twenty-four pounders on the main deck.

La Carmagnole, of 50 guns, eighteen pounders on the main deck.

A Return of Killed and Wounded on board his Majesty's Ships in the Action with the French Squadron in Dunkirk Roads, on the Morning of the 8th of July.

Dart.—1 killed; 11 wounded.

Comet.—2 wounded.

Biter Gun Vessel.—2 wounded.

Ann (Hired Cutter).—1 wounded.

Kent (Hired Cutter).—1 wounded.

Names of Officers wounded.

Comet.—Captain Thomas Leef, slightly.

Dart.—Lieutenant James M'Dermitt, badly; Mr. James Hall, Master's Mate, badly.

Biter Gun Vessel.—Lieutenant Norman, Commander, slightly.

ADMIRALTY-OFFICE, JULY 12.

Copy of a Letter from Vice-Admiral Lord Keith, Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated on board the Minotaur, in Genoa Mole, the 9th June.

SIR,

You will be pleased to lay before their Lordships the inclosed copy of a letter which I have received from Captain Oliver, of his Majesty's ship Mermaid.

I have the honour to be, &c.

KEITH.

MY LORD,

Mermaid, off Cape Croisette, 4th June.

I have the honour to acquaint your Lordship, that his Majesty's ship under my command captured on the 1st instant, twelve leagues to the southward of the Hieres, the French brig La Cruelle, of six guns (four of which were thrown overboard in the chase), and 43 men, commanded by Francis Xavier Jear, Enseigne de Vaisseau, with a cargo of all sorts of provisions. She had been only eight hours from Toulon; sailed with sealed orders; but from what I can learn I have little doubt but she was destined for Malta: La Cruelle has been a bomb vessel, but left her mortar at Toulon.

I have the honour to be, &c.

Vice-Admiral Lord Keith, K. B. &c.

R. DUDLEY OLIVER.

Patul Courts partial.

PORTSMOUTH, JUNE 26.

A COURT MARTIAL was held on Captain ALMS, his Officers and men, for the loss of his Majesty's ship *Repulse*, on the coast of France.—After a thorough investigation of the business, the Court was of opinion, that Mr. Rothery, the First Lieutenant, and Mr. Finn, the Master, had been guilty of disobeying the Captain's orders, sentenced them to be dismissed his Majesty's service, and rendered incapable of serving again. That Captain ALMS, his other Officers, and ship's company are honourably acquitted.

27. Pursuant to an order from the Lords Commissioners of the Admiralty, a Court Martial was held on Tuesday, on board the *Gladiator*, in this harbour, on Mr. WILLIAM O'KELLY, Surgeon of his Majesty's gun vessel *Sparkler*.

Rear-Admiral HOLLOWAY, President.

He was charged by Lieutenant WALKER, Commander of the *Sparkler*, that on the 25th of May last he behaved in a mutinous, riotous, and disorderly manner, disobeyed his orders, struck Mr. Allen (the Clerk), and said he did not care a damn for the Lieutenant or his orders; and, after being under arrest, for snapping a loaded pistol several times at the sentinel on his post.

Evidence having been examined on the part of the prosecution, and hearing the defence of the prisoner, the Court was of opinion, that the charges having been proved in part against the said Mr. O'Kelly, sentenced him to be imprisoned in the Marshalsea for two years, and to forfeit all his pay.

July 1. A Court Martial was held, on board his Majesty's ship *Gladiator*, in this harbour, pursuant to an order from the Lords Commissioners of the Admiralty, for the trial of Mr. JOHN SHERA, Purser of his Majesty's ship *Beaver*, on charges of having, on two different occasions, disposed of the provisions entrusted to him for his own private emolument, contrary to his instructions, and made a false charge on the sloop's books; and for having, on several occasions, treated his Captain, CHRISTOPHER BOSSET JONES, Esq. with insolence, contempt, and disrespect, and for having absented himself without leave.

President, Rear-Admiral POLE.

The Court being of opinion that the charges had been only in part proved against the said Mr. JOHN SHERA, did adjudge him to be reprimanded, and admonished to be more circumspect in his conduct for the future.

3. A Court Martial was held on board the *Gladiator*, for the trial of Lieutenant WILLIAM WALKER, commanding his Majesty's gun-vessel *Sparkler*, on a charge of having repeatedly answered, at the time of muster, for men who ran away from the boat, and said they were on liberty; and also for having answered for his own child, aged one year, rated A. B. and said he was on shore on duty; and for having sent one of the ship's company (then on board) assuming the name of William Walker, his son, and received five pounds bounty, in Portsmouth; and of having shortened the fresh provisions from the ship's company, and drew it on shore for the use of his own table, and sent salt herrings on board, which he vended to the crew without a vegetable of any species; and that he also drew the full provisions for fifty men, that complement not being complete.

The Court being of opinion, that the charges had been in part proved against the said Lieutenant William Walker, did adjudge him to be dismissed from his Majesty's service.

3. A Court Martial was also held on board the same ship, for the trial of JOHN DUNCAN, late a seaman belonging to his Majesty's late ship *Hermione*, for having murdered the Officers of the said ship, or being aiding and assisting therein; and for having aided and assisted in carrying the said ship to La Guira, and delivering her up to the enemy.

The Court were of opinion, that the charges had been proved against the said John Duncan, and did adjudge him to suffer death, by being hanged by the neck on board such ship of his Majesty, and at such time and place as the Lords Commissioners of the Admiralty should direct.

On the 10th he was executed on board the *Putnam*, agreeably to the sentence of the Court. About a quarter of an hour before he was turned off, he addressed the ship's company, and said how justly he was condemned for being concerned in one of the worst of crimes, and warned them from ever being concerned in such an act of atrocity.

11. A Court Martial was held on board his Majesty's ship *Gladiator*, in this harbour, for the trial of JOSEPH BROWN, a seaman belonging to his Majesty's sloop *Fairy*, for desertion.

The Court were of opinion, that the charge had been proved against the prisoner; but, in consideration of his very good character, and particularly his great exertions and meritorious conduct on board the *Impregnable*, after she was on shore, and other circumstances, he was only sentenced to be mulct of his pay.

MONTHLY REGISTER

OF

Naval Events.

LORD KEITH'S LETTER TO GENERAL KLEBER.

SIR, *Queen Charlotte, Feb. 8.*
 I INFORM you, that I have received positive orders from his Majesty to consent to no capitulation with the French army under your command in Egypt and Syria, unless it lays down its arms, and surrenders itself prisoners of war, abandoning all the ships and the stores in the port and citadel of Alexandria to the Allied Powers; and that, in case of such capitulation, I am not at liberty to allow any troops to return to France before they are exchanged. I think it also proper to inform you, that all ships having French troops on board, and sailing from that country, furnished with passports signed by others than those that have a right to grant them, will be forced by the Officers of the ships which I command to remain at Alexandria. In short, the vessels which shall be met returning to Europe with passports granted in consequence of a separate treaty with any of the Allied Powers, shall be detained as prizes, and all persons on board considered as prisoners of war. (Signed) KEITH *.

AMERICAN MARINE.

The following is an abstract of the expences attending the building of the UNITED STATES, CONSTITUTION, and CONSTELLATION frigates, at *Philadelphia, Boston, and Baltimore* :

<i>Constitution, of 1444 tons, and 44 guns.</i>			
Labour	- - -	110,750 dol.	94 cents.
Materials	- - -	75,286	68
Freight	- - -	4,020	0
Fixtures	- - -	17,008	64
		<hr/> 207,075	<hr/> 26

<i>United States, of 1444 tons, and 44 guns.</i>			
Labour	- - -	83,701 dol.	55 cents.
Materials	- - -	77,497	15
Freight	- - -	2,372	0
Fixtures	- - -	14,889	37
		<hr/> 178,460	<hr/> 7

<i>Constellation, of 1145 tons, and 36 guns.</i>			
Labour	- - -	112,777 dol.	24 cents.
Materials	- - -	85,987	74
Freight	- - -	6,754	75
Fixtures	- - -	15,964	10
		<hr/> 221,513	<hr/> 85

Being for the three frigates about 67,000l.

July 2. Sir W. Scott, Judge of the High Court of Admiralty, made the report to his Majesty of the three prisoners who were at the last Admiralty Session tried for being found fighting on board the enemy's ships of war, and capitally convicted; when James Wilson was ordered to suffer death pursuant to his sentence; and Thomas Downing and James Briggs Cox, alias George Adams, were respited.

* Since the above, counter orders have been issued.

ATTACK OF THE ENEMY'S FRIGATES IN DUNKIRK ROADS.

THERE have appeared in some of the French papers, some *reflections* upon the humanity of the British Officers and Seamen in the very gallant affair off *Dunkirk*, in which the French frigate *La Desirée* was captured*. We are happy in the opportunity of meeting these *reflections* with *facts*, from which it will appear, that the humanity exercised by the British Officers kept pace with their distinguished gallantry upon this occasion.

"SIR,

"*Andromeda, off Dunkirk, July 8, 1800.*

"Motives of humanity have induced me to send one of his Britannic Majesty's cutters under my command, with some unfortunate wounded officers and men of *La Desirée*.

"I trust the flag of truce will be permitted to return without loss of time, and that you will have the goodness to transmit me, by the same conveyance, a proper receipt, acknowledging their parole, which their wounds will not suffer them at present to give me without considerable delay, that might be of serious consequence to them. I am, Sir,

"To the Commanding Officer of the
French Squadron in Dunkirk Roads."

"Your most obedient humble servant,

"HEN. INMAN."

From Commodore GASTAGNIER, commanding the Naval Force in Dunkirk Roads :

"SIR,

"*Dunkirk, 19th Messidor, 8th Year of the Republic.*

"I thank you in the name of my unfortunate wounded countrymen, for your conduct towards them,

"Your letter was given me by the English Officer who brings this back.

"You will find inclosed the lists of the French officers and seamen he has landed, with the receipt, which will in the exchange of prisoners account for men to your Government. I have the honour to be, Sir,

"CONNODORE GASTAGNIER."

"To Capt. Inman, commanding the English Squadron off Dunkirk."

—About twelve o'clock at night the squadron got sight of the French ships, and when within sight the latter hailed the Dart, and asked her whence she came. The answer was in French, "From Bourdeaux." The Frenchman then desired to know what convoy that was astern of them, meaning our fireships, which were at some distance behind. The answer from the Dart was, "they did not know." On these answers being given, the Dart passed the squadron, until she came alongside the innermost frigate but one, from which she received a most tremendous broadside, but in a moment returned it with tenfold interest, the Dart's guns being double shotted with round and grape. The Dart then passed on and boarded the innermost frigate, by running her bowsprit between her foremast and forestay, having let go her stern anchor to check. The First Lieutenant and his division immediately boarded her, and carried every thing before them. The Dart then cut her stern cable, and swung alongside the enemy, when the Second Lieutenant with his division boarded the French vessel on the quarter, and in about thirty minutes got possession of her, cut her cables, and brought her away through a small channel that was always supposed impracticable. Every Officer on board the French ship was killed, except one Midshipman : there were killed and wounded altogether nearly one hundred men.

EAST INDIES.

A sixty-four gun ship is now building at *Pomboy*, for the Commodore's ship of the Bombay Marine.—The rest of his establishment are to be frigates, from 28 to 32 guns, besides the smaller cruisers. A Marine Board is also to be established, consisting of a Superintendent, Master Attendant, Commodore, and three senior Captains. In future, the Master Attendant is to be in the line of promotion. All convoy charges to the Bombay Marine are to be done away ; and in lieu thereof, the Commodore, three senior Captains, junior Captains, and Lieutenants in command, are to have fixed salaries.

* See page 72, for the official account.

ADMIRALTY COURT.

July 18. Sir William Scott sat this day, and condemned several Danish sloops and brigs, for breaking their neutrality, by entering the port of Havre when in a state of blockade.

SHIP ALEXANDER, OF ALTONA.—This ship was purchased at St. Maloes, by a Danish merchant, from M. de Facio: she sailed to Altona in ballast, and was there freighted with a cargo to Lisbon, and ordered to return to Altona.—At Lisbon, she took in a cargo of cotton, coffee, sugar, &c. When ready to sail from Lisbon, the deposition stated that there was a fortnight's old sound provisions on board; but the Captain chose to purchase a barrel of beef and a hundred weight of biscuit. She sailed from Lisbon on the 9th of last March, and on the 15th, being off the coast of France, the crew discovered that the purchased beef was offensive and bad. The Captain, although he had twenty days good old provisions, determined to sail for the first port in France for more. That port was Havre de Grace, which it was proved he knew to be in a state of blockade. About four leagues from Havre, the Duchess of York cutter came up under French colours, and, after examination, seized the Dane, for having broken the neutrality. There was another cutter in sight. The defence by Dr. Lawrence was, that she was in want of provisions, and that a further elucidation was unnecessary. The judge entered into the cause at full length. The ship and part of the cargo were condemned as prize to the two cutters.

PLYMOUTH REPORT,

FROM JUNE 16 TO JULY 10.

June 16. WIND N. W. Showery. Sailed for Earl St. Vincent's fleet, the John lugger, Eliot master, with porter, groceries, and vegetables.

17. Wind N. W. Cloudy. Sailed the Suwarrow, 16 guns, Lieutenant Nicholson, with dispatches for Earl St. Vincent. Arrived the Cambrian, 44 guns, Hon. Captain Legge, from the coast of Spain, having been relieved by the Indefatigable, 44 guns, Hon. Captain Curson.

18. Wind N. W. Cloudy. Arrived the Unicorn, 36 guns, Captain Wilkinson, from off the Penmarks. He brought in with him ten sail of brigs and chase marées, deeply laden with provisions and brandy for the French fleet at Brest. There were eleven sail cut out from under the batteries by the boats of the Renown, 74 guns, Rear-Admiral Sir J. Warren, Defence 74, Fisgard 48, and Unicorn 36. One foundered, but the crew were saved.

19. Wind N. W. Fair. Sailed for Gibraltar, with naval stores, the Abundance store ship. Came in from off Brest, the Lurcher cutter, Lieutenant Forbes, in damage, after a smart action with a French cutter, in which she succeeded in cutting out from the Penmarks.

20. Wind W. N. W. Fair. Arrived the Spitfire, 24 guns, Captain Seymour, with a beautiful corvette of 16 French brass six-pounders and 65 men, called L'Heureux Courier. She had been out five weeks, had captured two Newfoundland brigs, and cut out of St. Michael's (where she was loading) a Portuguese schooner, Nostra Senora del Carmo, De Casta Pinto, which was retaken by the Tartar privateer of Guernsey, where she is arrived. It appears, that La Brave French privateer, of 36 men, lost two men killed when fired into by the Anson, 44 guns, Captain Durham. Sailed again, on a cruise, the Spitfire, 24 guns.

22. Wind N. W. Fair. This morning the Marlborough, 74 guns, made the signal for assistance to go into the harbour, which was answered by the Port Admiral and all the fleet, whose boats proceeded to tow her up into Bana Pool, where she arrived at four P. M. Arrived from a cruise, the Naiad, 38 guns, Captain Pierrepont; Barfleur, 98, Rear Admiral Collingwood, to refit.

23. Wind S. W. Fair. This forenoon a very interesting spectacle presented itself to a numerous body of people assembled on the Hoe, viz. upwards of 200 sail of West Indiamen passing by the port, from Barbadoes, Martinique,

and other ports in the West Indies. The fleet stretched from Penlee Point W. to the Bolt Tail, E. under convoy of the Prince of Wales, 98 guns, Captain Renou; La Victorieuse, 12, Captain Dickson, valued at upwards of three millions sterling. Came in, the Elephant, 74 guns, Captain Foley, to refit.

24. Wind Variable. Fair. Sailed the Chapman, 24 guns, Captain Keen, with a convoy.

25. Wind S. W. Fair. Sailed the Fanny, 12 guns, Lieutenant Frissell, with a convoy to the westward. Arrived the Ranger cutter, M. A. Frazer, with a fine smuggling lugger, having on board 800 ankers of spirits, captured after a long chase within the limits of the Dodman.

26. Wind S. E. Fair and Fine. Arrived from Portsmouth, the Hector, 74 guns, Captain Elphinstone. Letters from the Mars, 74 guns, (the advanced ship of the flying squadron) Rear Admiral Berkeley, state, that on the 23d inst. in sight of the Brest fleet, the crew of that ship actually painted her from stern to stern, and then gave three hearty cheers. Sailed the Barfleur, 98 guns, Rear Admiral Collingwood, to join the Channel fleet.

27. Wind S. E. Fair. Sailed the Hector, 74 guns, to join the fleet. The Unity, of Queenborough, from Guernsey, having on board 170 casks of spirits, besides tobacco, concealed in her hold, was seized by the officers of excise in Hamoaze. Came in the Joseph cutter, Lieutenant Cowan; he captured a sloop, in ballast, off the coast of France, and burnt her. Sailed the Unicorn, 32 guns, Captain Wilkinson, to join the fleet; also the Clyde, 36, and the Beaulieu, 36.

28. Wind S. E. Fair. Went into the Sound, from Hamoaze, the Immortalité, 44 guns, Captain Hotham; the Dryad, 36; and the Revolutionnaire, 44. Sailed the Agememnon, 64 guns, to join the fleet.

29. Wind S. W. Cloudy. Letters from Fowey state the arrival there of the Lord Middleton, of and for London, from New Providence, richly laden with cocoa, indigo, coffee, sugar, and quicksilver, valued, per manifest, at 45,000l. taken by a French privateer, and retaken within two hours sail of Bourdeaux, by the Maria privateer, of this port, Captain Ruby.

30. Wind S. W. Fair and Sultry. Arrived in four days, with dispatches from Earl St. Vincent, off Brest, the Megara fire ship; also, in forty-eight hours, the Temeraire, 98 guns, Rear Admiral Whitshed; Robust, 74, Captain Countess; and Magnificent, 78, Captain Bowater. Orders came down for the 23d, or Royal Welch Fusiliers, to embark on board the Elephant, 74 guns, and the Alceme, 36, to join the troops on the Isles Hodie and Houat.

July 1. Wind S. W. Fair and Sultry. Letters from the fleet, dated the 29th ult. state, that a cutter had spoke the Ville de Paris, 110 guns, supposed with dispatches from Quiberon. The French fleet are almost manned, but are still in harbour. Fish is caught in great plenty, and served out to the seamen daily. A long order was issued to all the ships by Earl St. Vincent, that when men of war were at anchor at home or abroad, the officers commanding the marines, is to parade every day a strong marine guard in as good style as on the best regulated parade on shore.

2. Wind S. W. Fair. Letters from the Canada, 74 guns, Honourable Captain De Courcy, state the extreme gallantry of the marines and seamen in the attack of the boats of Admiral Sir J. Warren's squadron, at Quimper Point, when the batteries were destroyed and blown up without any loss on our side. Arrived the Chapman, 24 guns, Captain Keen, with a convoy from Milford; also the Gipsy sloop, of Liverpool, from the West Indies, taken by La Brave French privateer, of 36 guns, Citizen Le Bee, and retaken by the Boadicea, 38, Captain Keates; also a privateer taken on the coast of France.

3. Wind S. W. Cloudy.

4. Wind Variable. Cloudy. Arrived the Diamond, 36 guns, from off Quimper; she ran on some rocks, and knocked a hole in her bottom in the attack on the forts of Quimper, with the boats of the squadron: she directly ran up Hamoaze, and is to go into dock to repair. She brought the Captain and officers of a gun-brig, of 14 guns, which was run ashore, set on fire, and blown up. Came in from a cruise, the Telegraph, of 18 guns, Lieutenant Corseville, and the Havick, 18, Captain Bartholomew.

5. Wind Variable. Fair. Arrived from the Channel fleet, the *Superb*, 74 guns, Captain Sutton, to refit, and the *John lugger*, Eliot. They were left all well on Wednesday last, at which period the British troops had embarked from Howat and Hedio, and were gone to the southward, through the Gut of Gibraltar, for Minorca. General Maitland finding the garrison of Palais Citadel, in Belleisle, 10,000 effective men, very prudently avoided risking a descent, with an inferior force, and re-embarked the British army without any loss, except two companies of the Royal Artillery, which are left encamped on the Isle of Howat, waiting for orders.

6. Wind W. Cloudy.

7. Wind S. W. Cloudy, with Showers.

8. Wind Variable. Arrived from Spithead, with troops, the *Iphigenia*, 32 guns; *Experiment*, 44; and the *Thetis*, 32, bound on a secret expedition, which put back by baffling winds. Also, from the Downs, the *Prince of Wales*, 98 guns, Captain Renou, to refit. She conveyed home the West India fleet.

9. Wind S. W. Cloudy. Arrived the *Amazon*, 36 guns, Captain Riou, from conveying the outward-bound West India fleet, April 26th, which she left all well June 1st. She brought in with her *La Julie*, pierced for 16 guns, French letter of marque, from Bourdeaux to Cayenne, captured by the *Amazon*, 44 guns, the 16th of June, in lat. 32. 30. long. 16. 30.; also the *Amelia*, late Donaldson, from Savannah to London, with rice and cotton, taken 28th ult. by *La Minerve* French privateer, of 20 guns, and retaken the 28th ult. by the *Amazon*. Captain Donaldson and the Boatswain of the *Amelia* was unfortunately drowned in shifting to the *Minerve* from the *Amelia*, by the boat swamping alongside. Last evening a most beautiful packet, called the *Duke of Clarence*, Captain Dennis, was launched at Devil's Point, built by Mr. T. Dunsterville, ship-builder.

10. Wind Variable. Fair. Sailed the *Robuste*, 74 guns, Captain Countess, to join the fleet off Brest: she carried out a great supply of naval stores and provisions for those ships that may be in want of them. Sailed the *Chapman*, 24 guns, Captain Keen, with a convoy; *Cambrian*, 44 guns, Honourable Captain Legge; *Magnificent*, 74, Captain Bowater; *Havick*, 18, Captain Bartholomew, on a cruise. The *Experiment*, *Thetis*, *Iphigenia*, and *Inconstant*, also on a cruise. The *Ranger* cutter, Captain Frazer, and *Busy* cutter, Captain Bowden.

Promotions and Appointments.

CAPTAIN James Wilson is appointed to the command of the *Windsor Castle*; Lieutenant Thomas Godfrey is appointed to the command of the *Terror bomb*; and Lieutenant Street to the command of the *Star brig*.

Captain Wright is appointed to the command of his Majesty's ship *Wellverene*.

Captain Young, late of the *Ethalion* (lost on the *Saints*), is appointed to *La Pique*, of 44 guns (late *Pallas*).

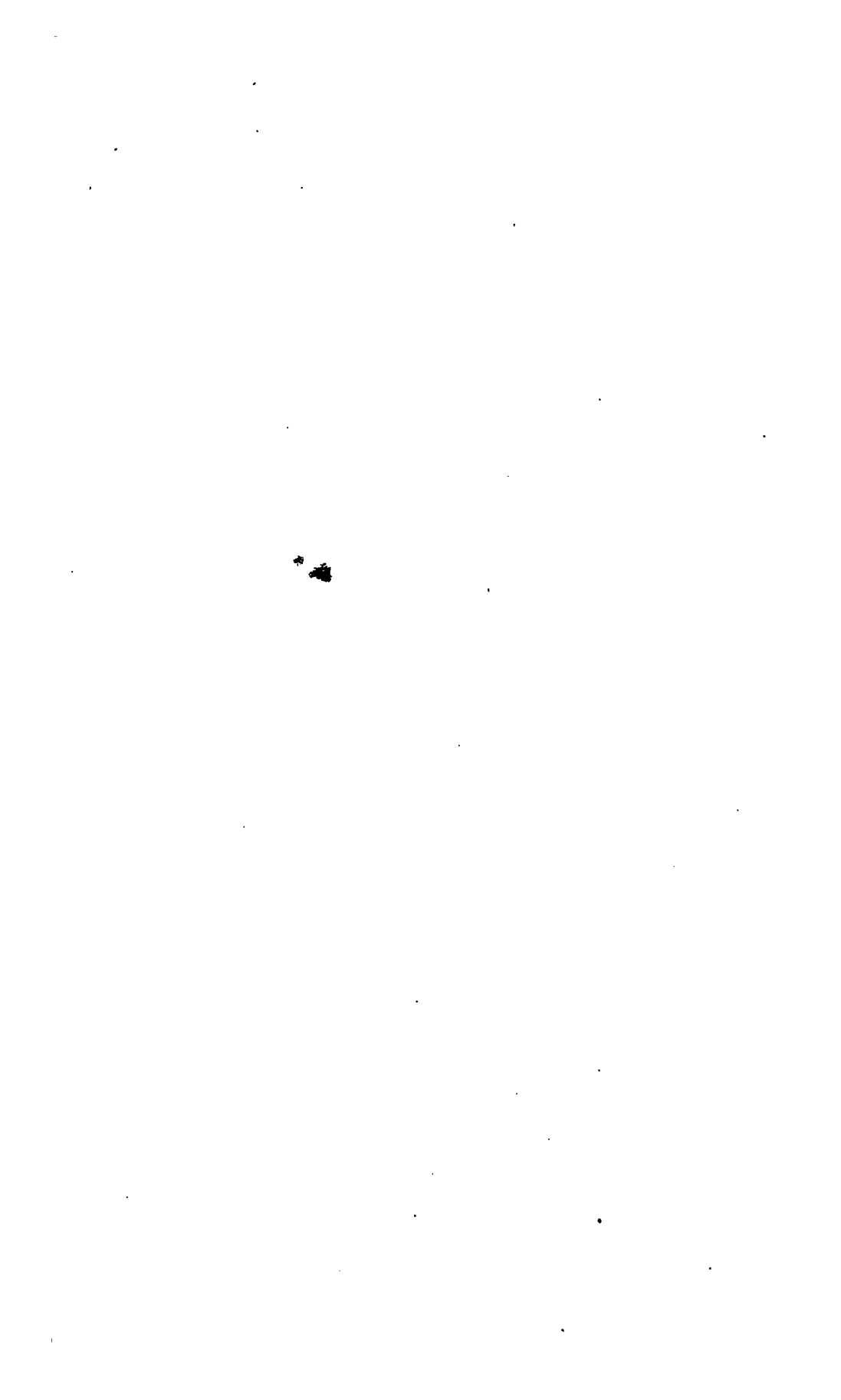
Captain Campbell, of the *Dart sloop*, has got the rank of post, and is appointed, it is said, to the frigate he cut out of Dunkirk.

Captain John Broughton, late of the *Strombolo*, is appointed to the *Florentia* frigate, of 36 guns, now off Malta.

Mr. A. Thompson, lately First Lieutenant to Admiral Nelson, is appointed Captain and Commander of the *Strombolo*, now on the Mediterranean station.

Captain Inman, of the *Andromeda*, is appointed to the command of *La Desirée*; Captain Mainwaring, of the *Babet*, to the *Andromeda*; Captain Campbell, promoted to the rank of Post Captain, and appointed to the *Babet*; and Captain Devonshire to the *Dart*.

Captain Inman, of the *Andromeda* frigate, and Captain Campbell, of the *Dart* sloop, engaged in the hazardous enterprise in cutting out the French frigate from Dunkirk, were introduced to his Majesty, and graciously received.





THE RIGHT HONORABLE

LORD VISCOUNT DUNCAN

Admiral of the



Blue Squadron

BIOGRAPHICAL MEMOIRS OF
THE RIGHT HONOURABLE
ADAM DUNCAN, LORD VISCOUNT DUNCAN,
KNIGHT OF THE IMPERIAL RUSSIAN ORDER OF ST. ALEXANDER NEVSKI,
AND ADMIRAL OF THE BLUE SQUADRON.

See what a grace was seated on this brow!
Hyperion's curls, the front of Jove himself;
An eye like Mars, to threaten or command;
A station like the herald Mercury,
New lighted on a Heaven-kissing hill;
A combination and a form indeed,
Where every God did seem to set his seal,
To give the world assurance of a Man.

HAMLET.

THE family of Lundie, from whence the noble and gallant subject of the present memoirs is sprung, and of which he is at this time the representative, is of very high antiquity: it was originally styled Duncan of Sea-side, and there is a well authenticated heraldic tradition relative to it, which accounts particularly for its crest—a *dismasted Ship*, now borne over the Arms of Camperdown. A person belonging to the family, who lived about two hundred years since, being supercargo on board a vessel bound from Norway to his native place, Dundee, was overtaken by a tremendous storm, in which the Ship was reduced almost to a complete wreck, and the crew experienced, in consequence of that misfortune, the greatest extremity of hardship and distress. Contrary, however, to all human expectation, the crew were providentially enabled to navigate their crazy crippled vessel safe into port, and the parents of their fortunately rescued son, who, having considered him as lost to them, were in the most disconsolate desponding state, immediately adopted the crest alluded to, in commemoration of the dangers which their heir had escaped from, as well as in grateful acknowledgment to that Providence which had preserved him.

On the establishment of the Presbyterian form of worship in Scotland, the family of Lundie immediately attached themselves to it, and have ever since that time uniformly adhered to the same principles; nor have they shewn less steadiness in their political conduct, than in their religion;

During the rebellion which broke out in the year 1745, the late Lundie, as the head of the family, according to the custom of Scotland, was always called, and his lady distinguished themselves exceedingly, by their loyalty and attachment to the House of Hanover. Although their possessions could not be considered more extensive than in proportion to the rank of a private gentleman, yet the liberality with which they on every occasion entertained the officers of the Royal Army, and all other adherents to the cause which they espoused, appeared better suited to the affluence of a noble, than the more narrowed income of a person inferior in rank and apparent consequence. As this conduct was the mere efflux of private virtue and honest attachment, unalloyed by the most distant hopes of honour or remuneration, so was the pleasing consciousness of their having supported the just cause and interest of their country, the only reward they ever did, or ever wished to receive*.

His Lordship, of whom we have now to speak, was born in the month of July, 1731, and received the first rudiments of education at Dundee. In his earliest infancy he is said most strongly to have displayed that mildness and suavity of manners which have marked his life from his first entrance into the service, and in times when such qualifications (without the smallest offence to the service in general be it said) were somewhat more remarkable in a naval officer, than they are at the present day. So highly was this noble person beloved by his infantine associates, some of whom are yet living, that they still reflect on those hours of childhood, which they passed in puerile amusements with him, as the happiest of their lives : a strong, and incontrovertible proof,

* Height of stature, and dignified appearance, have long been the characteristics of this family; for though Lord Duncan, the subject of these Memoirs, measured, at eighteen years of age, six feet, four inches, and being perfectly well proportioned, was considered, with great truth, one of the finest figures, as a man, in the naval service, his father and grandfather are both of them reported to have exceeded that height, enjoying at the same time every possible natural advantage of symmetry and just proportion.

that the seeds of sincere friendship, when sown in a proper soil, neither wither nor decay from age; but that the plants they produce, will flourish with never fading verdure, till they have arrived at that period when fate converts them into sorrow and heartfelt regret.

The debut of Lord Duncan, as a naval officer, was made either in the year 1746, or the following, when he was put under the command of Captain Robert Haldane, who, we believe, then commanded the Shoreham frigate, and with whom he continued two or three years. After the cessation of hostilities, he was entered in 1749 as a Midshipman on board the Centurion of 50 guns, a Ship then ordered to be equipped to receive the broad pendant of Commodore Keppel, who was appointed commander in chief on the Mediterranean station, for the customary period of three years. Mr. Duncan continued under the command of that able officer during the whole time, and, by his very diligent attention to his duty in the subordinate station he at that time held, attracted the early regard of his commander so strongly, that the attachment of the latter was quickly succeeded by friendship, and friendship by the strictest intimacy.

The time necessarily passed by a young man, after his entrance into the service in the capacity of a Midshipman, is rarely diversified with events peculiarly interesting. Those years are the years of probation, in which the naval student is to endeavour, by all the means he possesses, to fit himself, with a laudable ambition of filling the highest rank of that particular line in which his own genius, his particular situation, or the wish of his relatives, have placed him; and it were an act of injustice to Mr. Duncan, were we not to declare his conduct and exertions were such, as though he truly considered that to be his condition. He aimed with a glorious and laudable ambition at attaining the most elevated command, and appeared, without the smallest tincture of vanity, conscious of his own ability to deserve it.

On the tenth of January, 1755, he was promoted to the rank of Lieutenant. This well-deserved advancement was occasioned by a determination on the part of the British Government to send out General Braddock with a strong military force to North America, where the French had been guilty of a variety of encroachments. Commodore Keppel, who was chosen to command the Ships of war intended to convoy the transports, was not forgetful of the merits of Mr. Duncan, and accordingly seized the opportunity of recommending him so strongly to the Admiralty Board, that he was the first selected for promotion. It is reported of him, and to speak the truth, with much probability, that when passing through Chatham, on his way to London, where his qualifications for his new station were to be properly examined, the inhabitants were so wonderfully struck with his figure and appearance, that they came out of their houses and followed him far as the eye could reach, 'as though they beheld some strange or unusual prodigy.

Mr. Duncan, immediately when he became a Lieutenant, was appointed to the *Norwich*, a fourth rate, commanded by Captain Barrington, and intended as one of the squadron which was to accompany Mr. Keppel to America. After the arrival of the armament in Virginia, two of the Lieutenants on board the Commodore's Ship, the *Centurion*, being advanced to the rank of Captains, Mr. Duncan was removed into the *Centurion*, as well that he might be in the surer channel of advancement, as that his friend and patron might the better watch over and cherish those rising abilities which he had beheld, with so much pleasure, in their less mature state. Mr. Duncan continued on board the *Centurion* till that Ship returned to England, and Captain Keppel, after having for a short time commanded the *Swiftsure*, being appointed to the *Torbay*, of 74 guns, procured his much esteemed élève to be appointed second Lieutenant of that Ship. After remaining on the home station, and

owing to the extreme caution of the enemy, very uninterestingly employed for the space of nearly three years, he proceeded on the expedition sent against the French settlement of Goree, on the coast of Africa. He was slightly wounded at the attack of the fort, and soon afterwards rose to the rank of First Lieutenant of the *Torbay*, in which capacity he returned to England.

On the twenty-first of September, subsequent to his arrival, (1759) he was advanced to the rank of Commander, but appears not to have been fortunate enough to meet with any opportunity in his new station of adding to that reputation he had already so deservedly acquired. He did not, however, long continue in so inactive a state; for having been advanced to the rank of Post Captain, by commission bearing date February the twenty-fifth, 1761, appointing him to the *Valiant*, of 74 guns, he again became materially connected, in respect to service, with his original friend and patron, Mr. Keppel. An expedition against the French island of Belleisle having been determined on in the British Cabinet, Mr. Keppel, who was pitched upon to command the naval part of the intended enterprize, hoisted his broad pendant on that occasion on board the *Valiant*. The reduction of the citadel of Palais, and the general success which attended the whole of this spirited undertaking, proved, as it were, an encouragement and incentive to the equipment of a more formidable armament, not long afterwards sent to attack that most important of all Spanish settlements in the West Indies, the town of the Havannah.

Thither also Captain Duncan repaired with Mr. Keppel, and in the same Ship. His friend and patron, who was appointed to command a division of the fleet, was ordered to cover the disembarkation of the troops; and, as the post of honour belongs on such occasions, as of right, to the Captain of the Admiral or Commodore, Captain Duncan was accordingly invested with the command of the boats: he was afterwards very consequentially employed, and highly distinguished

himself during the siege. When the town itself surrendered, he was dispatched with a proper force to take possession of the Spanish Ships which had fallen on that occasion into the hands of the victors. These consisted of the Tyger, the Reyna, the Soverano, the Infante, and the Aquilon, of 70 guns each; the America, the Conquestadore, the San Genaro, and San Anthonio, of 60, and a singular anecdote respecting Captain Duncan is confidentially related to have taken place at this time. It may still be remembered that much hesitation appeared on the part of the Spanish commander in chief, with respect to the capitulation, he being extremely averse to the surrender of the Ships. Thus far is a publicly known fact, manifest from the third article * proposed on the part of the besieged, but at length, after much negotiation, unavoidably given up, and the answer of the victors quietly acquiesced in. Private report, however, carries the matter still farther, and suggests, that independent of the publicly

* That the marines and the Ships' crews in this harbour, who have served on shore, shall obtain, on their going out, the same honours as the garrison of the city, and shall proceed with those honours on board the said Ships, that they may, together with their commander in chief, *Don Gulierres de Hroia Marquis del Real Transporte*, sail in their Ships as soon as the port is open, with all their effects and money, in order to proceed to some other port belonging to the dominions of Spain; in doing which, they will oblige themselves, that during their navigation to their designed port, they shall not attack any squadron, or single Ship, belonging to his Britannic Majesty, or his allies, nor merchant vessels belonging to his subjects; and likewise they are not to be attacked by any squadron or single Ship belonging to his Britannic Majesty, or any of his allies. Likewise liberty shall be given to go on board the said Ships the afore mentioned troops and Ships' crews, with their officers and others belonging to them, together with the effects and monies that are in the city belonging to his Catholic Majesty, with the equipages and effects in specie, of gold or silver, belonging to the said Marquis, and others employed in the different marine offices, granting them likewise every thing that should be necessary to protect them and their Ships, as well as in the fitting them out from his Catholic Majesty's stores; and whatever more should be wanted, at the current prices of the country.

Answer.—*The Marquis del Real Transporte, with his officers, sailors, and marines, as making part of the garrison, shall be treated in every respect as the Governor and regular troops. All Ships in the harbour of the Havannah, and all money and effects whatever belonging to his Catholic Majesty, shall be delivered up to such persons as shall be appointed by Sir George Pocock and the Earl of Albemarle.*

known fact, the Marquis del Real Transporte laboured extremely to save the Ships of the line on the stocks, and the materials which were ready collected for the construction of two or three frigates. Captain Duncan, as it is said, being informed of the object of contention, which prevented the absolute cessation of arms, privately took a few persons on whom he could depend, and put an end to the controversy, by setting fire to the cause of it. This act was much approved by the besiegers in both departments of the service, as being certainly the most expeditious of settling a troublesome dispute: but the whole affair being, for obvious reasons, kept extremely quiet, it was known only to very few confidential persons, by what means this apparent accident so fortunately and critically happened.

After the surrender of the Havannah, he accompanied Mr. Keppel, who was appointed to command on the Jamaica station, in the same capacity he had before held, and continued with him there till the conclusion of the war. Having then returned to England, the biographical page is nearly silent concerning him, till the recommencement of the war with France, in 1778, he having continued unemployed during the whole of this intervening period, which must have passed on most tediously for a person possessing so active a turn of mind as himself. His first appointment was to the Suffolk, of 74 guns; and after a very short continuance in that Ship, without being able to meet with any opportunity of distinguishing himself, he removed, before the end of the current year (1778), into the Monarch, of the same rate.

Attached to no party, influenced by no political persuasion or opinion, he sat as member on the different Courts Martial held on his friend Admiral Keppel, and his colleague the late Sir Hugh Palliser, without subjecting himself to the slightest reproach on either occasion. At a time when the rage of parties ran so violent as they then did, a man, standing like himself, the avowed friend of one party, must have

been peculiarly-guarded in his conduct, to escape without some species of censure from the other, which, though it might be contemptuously passed over, as the impotent effluvia of an over-heated imagination, yet, certainly to have completely avoided it, stands as no slender proof of the most unbiassed integrity, and the soundest judgment.

During the summer of the year 1779, the Monarch was uninterruptedly employed in the main, or Channel fleet, commanded by Sir Charles Hardy. No encounter, or memorable occurrence took place, owing to the British Admiral being under the necessity of avoiding an action, and continuing merely on the defensive, since the alliance between the French and Spaniards, the latter of which had newly made themselves parties in the grand dispute, had raised the force against which he had to contend, so high as nearly to double that which he himself commanded. At the conclusion of the same year, the Monarch was one of the Ships put under the orders of Sir George Bridges Rodney, who was instructed to force his way to Gibraltar through all impediments, and relieve that fortress, which was then closely blockaded by a Spanish army on the land side, and a flotilla by sea, sufficiently strong to oppose the entrance of any trivial succour. Captain Duncan accordingly hailed, with the most heartfelt satisfaction, the probable opportunity of acquiring fame; and Fortune was propitious enough not to permit his expectations and hopes to be disappointed.

On the sixteenth of January, 1780, the British fleet being then off Cape St. Vincent, fell in with a Spanish squadron, commanded by Don Juan de Langara, who was purposely stationed there to intercept Sir George, who, according to misinformation received by the Court of Spain, was supposed to be on his passage towards the besieged fortress, with a squadron consisting of no more than four Ships of the line, having a fleet of victuallers and transports under their protection. The Monarch had not the advantage which many other Ships in the same armament enjoyed, of being sheathed with

copper; but notwithstanding this inconvenience, added to the additional circumstance of her being rather foul, and, when in her best trim, by no means remarkable as a swift sailer, Captain Duncan was fortunate enough to get into action before any other Ship in the fleet. The superiority, in respect to numbers, which the British possessed over the enemy, was such as to render the general event of the action by no means singular; but, though a complete victory obtained by nineteen British Ships of the line, over eleven Spanish vessels of the same class, may not be any farther matter of exultation, than as it regarded the loss actually sustained by the enemy on such an occasion, it is, nevertheless, not only probable, but strictly true, that many instances of exertion might take place during such a contest, than which none were ever more glorious, or more honourable to the persons concerned.

In the first rank of this heroic class, stood Captain Duncan. Notwithstanding those disadvantages under which, it has been already stated, the Ship he commanded laboured, she was pressed ahead of the fleet, under all the sail that could, with any degree of propriety, be set upon her; and it is confidently reported, that when Captain Duncan was warned, by some coppered Ships which he passed, of the danger he incurred, by dashing so hastily amidst three of the enemy's squadron, which were just ahead, without some support, he replied, with the utmost coolness, and in no other terms, than, "*I wish to be among them.*" The strength of the wind, the agitation of the sea, and the swiftness with which the Monarch passed through it, united to put an end to any farther conversation, and Captain Duncan had his wishes complied with, by speedily finding himself well up within engaging distance of his antagonists. In conformity with the information he had just received, he found himself alongside one of the Spanish Ships of equal force, though of much larger dimensions, than the Monarch, while two others of the like rate and magnitude, lay within musquet shot, to the leeward of him.

Needless, almost, is it to say, that an action immediately commenced, and after it had been very spiritedly kept up on both sides for some time, it was observed that the fire from the leeward Ships, which, during the time it continued, did very material injury to the Monarch's fore rigging, had totally ceased. A similar pause, for a few moments, on the part of the Monarch, afforded Captain Duncan an opportunity of observing, that those antagonists had thought proper to make all the sail they could, leaving their windward companion to make the best defence in his power. He accordingly directed his best efforts against the opponent that continued near him, and after a short, though animated resistance, had the satisfaction of seeing the colours of San Augustin, of 70 guns, struck, in token of her submission to the Monarch*.

The rigging of the victor had, by this time, received too much damage, to render it possible for Capt. Duncan to hoist out a boat for the purpose of boarding his prize, particularly as it then blew so hard, and the whole fleet was on a lee shore: he was therefore compelled to resign the honour of taking possession of the vanquished enemy, to a fresh Ship, which was then coming up astern. The fate of this vessel was singular, and must have been extremely mortifying to the conqueror. She was found so much disabled, that it was judged necessary to take her in tow; but on collecting the squadron, with the prizes, preparatory to the entrance of the fleet into the Straits of Gibraltar, it was found that the only trophy of victory to which Captain Duncan, though he had afterwards engaged many other Ships in the fleet, could claim an exclusive right, was, through necessity, as it was said, aban-

* It probably may appear an interesting circumstance to seamen, and it certainly is, without indulging a superstitious prejudice, a very singular one, that three Ships, bearing the flags of as many Admirals in the Dutch service, have, at different times, surrendered to this very Ship:—Admiral Curl, in the Mars, of 60 guns, in the West Indies, in the month of February, 1781; Admiral Lucas, in the Dortrecht, of 64 guns, taken in Saldanha Bay, August the 17th, 1796; and Admiral Reynties, in the Jupiter, of 74 guns, on the 11th of October, 1797.

doned, after taking out the few British officers and seamen who had been put on board her. In consequence of this, the original crew, repossessing themselves of their Ship, restored her to their country; and having navigated her in safety to Cadiz, she being refitted there, was dispatched on the twenty-eighth of April, to the West Indies, as one of the squadron ordered thither under Don Solano.

It has been very properly and judiciously remarked, that how great soever the cause and necessity of adopting the measure might be, the disappointment experienced ~~no~~ palliative from that necessity, far as concerned the gallant officer who had so spiritedly conducted his Ship into action, and thereby afforded the crew he commanded so glorious an opportunity of placing a laurel on his brow, and adding an additional pillar to the naval strength of their country. Many other persons, without making any ostentatious display of their own conduct, or the good success which attended it, would have been not a little prone to seize some opportunity of acquainting their countrymen, that so noble a prize had actually submitted to them, though, owing to particular circumstances, they were precluded from conducting into the ports of Britain that incontrovertible proof of British prowess. Captain Duncan, however, thought otherwise, and acted in conformity to his thoughts; he preserved a constant silence on the subject; he patiently submitted to the frowns of fortune, and if not without regret, at least without murmur; proving, by his conduct, that his modesty after a battle was in no degree inferior to that gallantry he had displayed during the time it raged.

It would be an act of injustice to this gentleman, were we to omit taking notice of the fate which attended the two other Ships which the Monarch had engaged at the same time with the San Augustin. That brave and excellent officer, the late Captain Pownall, who then commanded the Apollo frigate, having observed those vessels, one of which was called the Monarca, the other the St. Julian, both of them mounting

70 guns, making sail from the *Monarch*, he immediately determined, with that ready promptitude of decision which marks the character of a good and intelligent officer, to make the best use in his power of that advantage which the swift sailing of the frigate he commanded, gave him over a more unwieldy adversary. In pursuance of this resolve, he made sail, and having got up with the *Monarca*, posted himself at a convenient and proper distance, on the bow of the enemy, upon whom he opened a most teasing and galling fire. The effect of this measure was considerably increased by occasionally yawing the frigate, so that her guns might be brought to bear with greater effect. The cannonade kept up by Captain Pownall, was not only extremely injurious to his antagonists, but served as a mark to lead Sir George Brydges Rodney himself, in the *Sandwich*, to his assistance, when a single broadside from that Ship produced, as a natural consequence, the immediate surrender of the *Monarca*.

With respect to the *St. Julian*, she was followed by the *Prince George*, to which Ship she struck, after an impotent and absurdly rash resistance, of very short continuance; but was afterwards unfortunately obliged, for the sake of preserving the lives of the people on board, to run into Cadiz; which she reached in distress, and without a single mast standing. Such was the fate of the three Ships which Captain Duncan had the hardiness to engage, contrary to the advice, as is reported, of some of his companions. It is certainly not assuming too much, to assert, that the complete discomfiture, and actual capture of all those Ships, was, at least, primarily, if not principally, owing to the exertions made on board the *Monarch*; and if the success, those exertions fairly deserved, did not ultimately rest with the victors, it may excite sorrow and compassion, that Fortune was so neglectful or unkind to gallantry, but cannot suffer the high merit of it to be, in the smallest degree, depreciated. To conclude the account of this memorable action, to the success of which

Captain Duncan so liberally contributed *: of eleven Ships of the line and two frigates, composing the armament, four were taken †, and remained in the possession of the English; one was blown up ‡; three surrendered, but afterwards were fortunate enough to get away much damaged §; one was reduced almost to a wreck, but contrived to make her escape ¶; and the two which remained, together with the frigates, fled at the first onset, almost without attempting to make any resistance ¶.

Captain Duncan quitted the command of the *Monarch* not long after his arrival in England, and did not receive any other commission until the beginning of the year 1782, when he was appointed to the *Blenheim*, of 90 guns, a Ship newly come out of dock, after having undergone a complete repair. He continued in the same command during nearly the whole remainder of the war, constantly employed with the home, or as it was called the Channel fleet, which was, during the greater part of the time, commanded by the late Earl Howe. Having accompanied his Lordship in the month of September to Gibraltar, he was stationed to lead the larboard division of the centre, or Commander in Chief's squadron, and was very distinguishedly engaged in the encounter with the combined fleets of France and Spain, which took place off the entrance of the Straits. The fleet of the enemy was more than one-fourth superior to that of Britain; nevertheless, had not the former enjoyed the advantage of the weather-gage, it was very evident, from the event of the skirmish which did take place, that if the encounter had been more serious, the victory would, in all human probability, have been completely decisive against them. As it was,

* The *Monarch* was very considerably damaged, having lost her fore-top-mast, and had twenty-nine men killed or wounded.

† The *Phoenix*, 80 guns; *Diligente*, *Princessa*, and *Monarca*, 70.

‡ The *San Domingo*, 70.

§ The *San Eugenio*, the *San Augustin*, and *St. Julian*, 70.

¶ *San Justo*, 70.

¶ *San Genaro*, and *San Lorenzo*, 70, with *Santa Gertrudi*, and *Santa Rosalia*, of 26 guns each.

the enemy enjoying the privilege of withdrawing themselves from the encounter whenever they thought proper, the contest terminated in what might be called a drawn battle; the combined fleet having sustained no material loss, and that of the British being incapable, from its situation, of driving them into one.

Soon after the fleet arrived in England, Captain Duncan removed into the *Foudroyant*, of 84 guns, one of the most favourite Ships in the British Navy at that time, which had, during the whole preceding part of the war, been commanded by Sir John Jervis. He continued in that Ship no longer than till the cessation of hostilities; an event which, it may be well remembered, took place in the ensuing spring. He then removed into the *Edgar*, of 74 guns, one of the Guard Ships; stationed at Portsmouth, and continued, as is customary in time of peace, in that command during the three succeeding years. This was the last commission he ever held as a private Captain; and notwithstanding it might naturally be supposed that such an appointment could have afforded him little opportunity of being serviceable to his country, and his private friends, or of displaying those highly laudable—those benevolent qualities no person will deny he possesses; his station, though apparently an inactive one, afforded him the means of training, and bringing forward, a number of young gentlemen, who have since distinguished themselves very highly, as well in the Royal Navy as the East India service; these persons have all been very justly considered, in the different lines their genius or connections have placed them, an ornament to the stations they severally hold.

On the fourteenth of September, 1789, Captain Duncan was promoted to be Rear Admiral of the Blue, as he moreover was, to the same rank in the White Squadron, on a second advancement of flag-officers, which took place on the twenty-second of September, 1790. He was raised to be Vice Admiral of the Blue, on the first of Feb. 1793; of the White, on the twelfth of April, 1794; to be Admiral of the Blue, on the first

of June, 1795; and, lastly, to be Admiral of the White, on the 14th of Feb. 1799. During all these periods, except the two last, singular as it may appear to posterity, the high merit Admiral Duncan possessed, continued either unknown, or, to give the treatment he received what may perhaps be a more proper term, unregarded. Frequently did he solicit a command, and as often did his request pass uncomplished with. It has even been reported, that this brave man had it once in contemplation to retire altogether from the service, on a very honourable civil appointment, connected with the Navy; but, as this circumstance has no better foundation than mere rumour, it cannot be given to the world as an anecdote to be implicitly credited.

At length, however, his merit burst through the cloud which had so long obscured it from public view. He received, in the month of February, 1795, an appointment; constituting him Commander in Chief, in what is called the North Seas, the limits of his power extending from the North Foreland, even to the *Ultima Thule* of the ancients; or as far beyond, as the operations of the enemy he was sent to encounter, should render necessary. He accordingly hoisted his flag on board the *Prince George*, of 98 guns, at Chatham; but that Ship being considered too large for the particular quarter to which the Admiral was destined to act, he removed soon afterwards into the *Venerable*, of 74 guns; and proceeded to carry into execution the very important trust which was confided in him.

When the patience and unwearied constancy with which this brave officer continued to watch a cautious and prudent enemy, during the whole time he held the command, a period of five years, are considered, it becomes a matter of difficulty to decide, whether those invaluable qualities just mentioned, or the gallantry, as well as the judgment, he displayed on the only opportunity the enemy afforded him of contesting with them the palm of victory, ought most to render him the object of his country's love and admiration. The depth of

winter, the tempestuous attacks of raging winds, the dangers peculiarly attached to a station indefatigably maintained off the shoals and sands which environ the coasts of the United Provinces, added to many dark and comfortless nights, all united to render the situation, even of the common seaman, peculiarly irksome; what then must have been the situation of the Commander in Chief? Yet, in the midst of these discouraging inconveniencies, surrounded, as he stood, on every side, by perils of the most alarming kind, he never shrunk, even for a moment, from his post, during the whole time he held the very consequential command allotted to him. There does not appear to have been a single month in which he did not shew himself off the hostile coast he insulted; though he was, through necessity, compelled to be content with the secondary consideration, of having dared a foe to a contest, which they very wisely, prudently, or timidly, shrunk from.

The effects, politically, though differently impressed on the minds of the whole human race, of that event known by the name of the French Revolution, are still too recent to require much description. Never will they be forgotten, not only on account of their execrable motives and mischievous tendency, but the pains, almost amounting to incredibility, which had been taken to disseminate similar principles over the face of the whole country. They had very justly excited the greatest agitation in the minds of all men; for those who were the friends of peace, were racked by the apprehensive tortures of anxiety, while such as were not ashamed to profess a contrary mode of thinking, were on the tiptoe of expectation and hope, that anarchy would annihilate all good and regular government, leaving the needy, the daring, and the ambitious, to fatten on the spoils of their country, and triumph in its ruin.

In counteraction of this impending storm, different alliances were prudently formed by Britain; and in 1796, a formidable Russian squadron arrived in the Downs, with

instructions that his Admiral should put himself totally under the orders of the British Commander in Chief, in the same quarter. To command a body of men whose manners, whose customs, whose discipline was totally dissimilar to those of his own people, must have required no common share of judgment, patience, benevolence, and every other good quality that can form an ingredient in the character of what may be called a perfect man; and though we by no means wish to be so fulsome in the rage of panegyric, as to attribute infallibility to Admiral Duncan, it must be evident that he actually possesses, in a very eminent degree, those qualities just alluded to. So highly did he acquire the love and the respect of his foreign associates, that in consequence of a representation made by their Admiral to the Empress Catherine, of the satisfaction he felt in acting under the orders of Mr. Duncan, she thought proper, though un sollicit, to honour him with the Imperial Order of Alexander Newski, being the second, in point of rank, among the degrees of Russian knighthood.

It were too tedious a detail to enter into the minutiae of these numerous services he rendered his country during the more early part of his command. They were, at least, proofs of his diligence; though the inferior force of the many prizes made by the ships he commanded, might render any exertion of gallantry on his part unnecessary. A sad, a dreadful occurrence, however, which took place in the

* Among which may be reckoned the capture of the Dutch Commodore Vanderkin; the *Argo*, of 32 guns, taken by Captain Halstead, in the *Phoenix*, May, 1796; and the *Mercury*, of 16 guns, a brig vloop of war, taken by the *Sydh* on the same day; the *Rolo*, of 18 guns; and *De Gier*, of 14, two sloops of war were driven on shore by the *Pegase* at the same time. To these we may add a considerable number of very valuable trading vessels, as well as others of inferior consequence.

From the French, the *Victorieuse* and *Suffisante* French national frigates, mounting 14 guns each, were captured in August, 1795, soon after he put to sea. The *Pandora*, a vessel of the same force and description, in the month of December following. The *Jalousie* corvette, mounting 18 guns, in the Month of May, 1796.

month of May, 1797, called forth all those powers which had so long lain dormant: the urgency and peculiarity of the case might be said far to exceed, in difficulty and danger, any situation in which an officer could be thrown, who had to contend with only the public and avowed enemies of his country. It is almost needless to say we advert to that dreadful mutiny, or commotion among the seamen, which, after having raged some time with tremendous fury on board the Channel fleet at Portsmouth, had spread its deleterious contagion through the Ships employed under the orders of Admiral Duncan.

Fain would the historian pass over, in the strictest silence, an event, the recital of which brands with shame that character, which, till then, stood foremost in the ranks of honour, and whose very failings fascinated beholders, till they were almost induced to consider them virtues. Fain would we ourselves banish the recollection of it from our minds, and consign to everlasting oblivion an act, which, by comparison, raises rebellion almost into a venial offence, and effaces from the treasons committed by our ancestors, the charge even of impropriety. Desperate was the situation of the country; but the firmness and intrepidity of those noble-minded persons who preferred a loyalty, though dangerous to themselves, to any situation in which appeared a single particle of dishonour, saved it from the abyss of destruction. No one contributed more eminently to effect this excellent service, than Admiral Duncan. The dangers, the difficulties, he had to encounter, were new and unprecedented; and never did the conduct of any man burst forth with more conspicuous lustre. Foreign to the present purpose would be any attempt at tracing the primary cause of this grand convulsion to its fountain-head; suffice it to say, the seeds of sedition had been widely and most industriously scattered, and on such soils as appeared best appropriated to the succour and maintenance of the deleterious plant. A Governmental measure, honestly suggested, and not unwisely though perhaps incautiously carried into execution, con-

tributed very materially to aid the dreadful conspiracy. In aid of those necessities, in respect to the want of seamen, which the continuance of the war had, at that time, brought on Britain, every parish or district throughout the kingdom was, by law, compelled to send, in proportion to their extent and population, a certain number of persons to serve on board the fleet.

The consequence had nearly proved fatal; among the quota men, as they were called, were a number of persons, bankrupts as well in character as fortune, who had before figured in what was considered an higher sphere of life, having been either petty merchants or attorneys. These men, not contented with the iniquities they had been guilty of, and the depredations they had committed on society, in their former occupations, joyfully accepted the prodigious bounty of thirty guineas, or upwards, per man, offered by different parishes, who were anxious to be rid of a business which they considered as an incumbrance, and entered into the Navy, in the certainty of obtaining a better maintenance than they had, many of them, been for some time accustomed to. They entertained also the hope that their introduction would afford some opportunity of disseminating those principles, which, if once established in any degree of force, would render them an opportunity of becoming more dissolute, abandoned, and mischievous, than even their former situations in society had permitted them to be.

Their views were, in no inconsiderable degree, furthered, by the privilege they enjoyed of sending and receiving all their letters free of postage; by these means the conspiracy found means to extend itself unseen; cherished and encouraged by those equally dangerous characters whom they had left on shore, to act their part in a different quarter, a chain of correspondence was formed, and the flame of rebellion, smoking in dangerous concealment, was daily acquiring strength, while its source was undiscovered, and its extent unknown.

The hidden fire received no small encouragement from the serious cause of discontent which the enrollment of these mis-

chievous characters, and the circumstances attending it, was supposed to have occasioned among those who were justly esteemed British seamen. These valuable persons, many of whom had been compelled to enter into the King's service, had received no higher bounty than five pounds per man, and had been obliged, at the same time, to relinquish an employment, the pay of which amounted to three or four pounds per month, for the King's pay of twenty-two shillings and six-pence. These hardships, which the situation of the country required should be submitted to with patience by those whose service was required, were eagerly emblazoned in all the disgusting colours sedition could paint, through the hopes of acquiring proselytes to her hellish purpose: but though expectation was sanguine, and that expectation, in all probability, promoted the eagerness with which the dangerous and hellish emissaries just alluded to, engaged in a service completely incompatible with their former situations in life, yet the event proved, in a great measure, contrary to their hopes. The thorough bred seamen, notwithstanding the disadvantages under which they laboured, nearly without an exception, were steady in their conduct, and uniform in their loyalty. As it has been quaintly though truly remarked, the core of the mutiny was formed of land lubbers, or half and half sailors, who, in a gale, are almost impediments to the honest and spirited exertions of good and practical seamen.

The tumour, however, having burst, it required the most consummate skill to prevent its fatal effects from overpowering and corrupting the whole body. As an officer bearing command, no person had ever more endeared himself to those whom he was appointed to conduct, than Admiral Duncan; for, while benevolence and good humour had acquired him the universal love of all who knew him; a regularity of government or discipline, unalloyed by severity, and unmixed with the smallest portion of that species of conduct which too often appears in very humane well-disposed men, perpetually reminding those over whom they

are put in authority, of the great inferiority of their station, had rendered him revered, as well as adored.

On the instant the baneful influence of this disease made its appearance, he visited every Ship in the fleet; his presence had the temporary effect of Ithuriel's spear; it compelled the demon of discord to quit the more pleasing shape which it had taken, and resume its natural one, disgusting, loathsome, and terrific; its idolatrous worshippers became, for a short space, ashamed of their deity, and returned to their duty without apparent reluctance. The disease, however, was only checked, not cured; for when the fleet put to sea, it renewed its appearance, attended by all its former virulent symptoms, the Venerable and Adamant appearing the only Ships that were not thoroughly tainted with the infection. On the evening before the Admiral himself intended to put to sea, he made the signal for the Trent frigate to get under weigh: his commands were not complied with; and on inquiring into the cause, it was found that the crew peremptorily refused obeying their officers, on pretence that the regulation established immediately before, by Act of Parliament, in respect to the weight and measure of provisions, had not been adopted with respect to them. The fact really was, the augmentation had so very recently passed into a law, that the particulars of it had not been at that time officially notified to the officers whose particular duty it was to attend to it. The fomenters of dissention, eagerly snatching at the only existing chance of exciting farther tumult, had set fire to the train, by merely suggesting the hardship, and the conflagration spread to the utmost of their wishes.

The Admiral, on this alarming occasion, ordered all hands to be called upon deck; he publicly made known to them the delinquency of their companions; he informed them of his intention to go alongside the frigate early in the ensuing morning, and compel the rebellious crew to return to their duty. "Who is there," said he, "that on this occasion will desert me?" The question was immediately answered in the negative; his people, with one accord, de-

elaring their utmost abhorrence of such conduct, and their assurance of support, to the utmost of their power, in the punishment of it. In the course of the evening, however, a letter, couched in the properest terms possible, was transmitted to him from his Ship's company; they offered, by way of satisfying the discontent which pervaded the crew of the Trent, and to shew them they fared no worse than all others embarked in the same cause did, to deliver to him the different weights and measures used by the Purser* in the allotment of their provisions, and depend entirely on his justice and candour, faras regarded their own allowances. This offer convinced the mutineers of the impropriety of their conduct; the effusion of British blood, and by the hands of Britons, was happily prevented; for before the ensuing morning, the frigate proceeded on the service whither she was ordered by her Commander in Chief.

Towards the end of May, Admiral Duncan quitted Yarmouth Roads by order of the Admiralty Board, with instructions to cruise off the back of those sands which at some distance environ that anchorage, till he should be reinforced. The Nassau and Montague, one of 64, the other of 74 guns, refused to put to sea, under pretence that they were in the course of payment, though there were at that time scarcely ten shillings due to each man on board. This sad example induced the rest of the Ships to pursue the same line of conduct; so the Venerable and Adamant, whose crews, as already observed, never relaxed from their duty, were left to proceed by themselves off the Texel, whither the Admiral, unattended as he was, immediately repaired.

Stratagem supplied, on this occasion, the place of numbers; for the Admiral, by making a variety of signals, as to Ships in the offing, effectually duped Admiral De Winter, as he himself afterwards confessed, into the belief that the Channel of the Helder was blocked up by a force superior to that he

* Mr. Hore, whose honour and character could not possibly receive any greater panegyric than they did, from the unforced and natural conduct of the Venerable's people on this occasion.

himself commanded. At this critical period, the only symptom of mutiny that ever was observed on board the Venerable, made its appearance. It becomes, indeed, rather a matter of wonder, considering how prevalent is the force of example, that it should have been so tardy, or so languid, as it fortunately proved: a plot, however, was actually on foot, and was happily discovered by some truly valuable men belonging to the Gunner's crew. The Admiral, as he had before been frequently compelled to do, during the critical period alluded to, ordered all hands to be turned upon deck. He immediately addressed them in the firmest, and, at the same time, the coolest terms: after a few minutes, six men, among the stoutest in the Ship, and who were charged with being the ringleaders of the conspiracy, were brought before him. It was, at that time, impossible to say what height the disease had reached; the moment was more than critical; it was awful; and, while the delay of an instant might have rendered it fatal, a strong measure, too hastily or unadvisedly taken, might have been equally injurious to the cause of tranquillity.

"My lads," said the Admiral, "I am not, in the smallest degree, apprehensive of any violent measure you may have in contemplation; and though I assure you I would much rather acquire your love than incur your fear, I will, with my own hand, put to death the first man who shall presume to display the slightest symptom of rebellious conduct." Turning round immediately to one of the mutineers; "Do you, Sir," said he, "want to take the command of this Ship out of my hands?"—"Yes, Sir," replied the fellow, with the greatest assurance. The Admiral immediately raised his arm, with an intent to plunge his sword into the mutineer's breast: he was prevented by the Chaplain and Secretary, who seized his arm, from executing this summary act of justice; an act rendered, at least, justifiable, if not necessary, by the particular situation in which not only himself, but the greatest part of those whom he commanded, were at that time placed.

The blow being prevented, the Admiral attempted not to

make a second, but immediately called to the Ship's company with some agitation: "Let those who will stand by me, and my officers, pass over immediately to the starboard side of the Ship, that we may see who are our friends, and who are our opponents." In an instant the whole crew, excepting the six fomenters of the disturbance, ran over with one accord. The culprits were immediately seized, put in irons, and committed to the gun-room; from whence they were afterwards liberated, one by one, after having shewn those signs of real penitence, which induced the Admiral, by well-timed acts of lenity, to endear himself, if possible, still more to a faithful crew, who, in the midst of tumult, had stood faithful to their trust, uncorrupted in the very focus of seditious seduction.

The instance of mild forbearance and forgiveness just related, may not impossibly be thought censurable by the stern and rigid disciplinarian; when, however, the existing complexiõn of the times, added to the very exemplary conduct of the remaining part of the crew, are considered, together with the little danger that was to be apprehended from any disturbance that could be excited by six headstrong persons, surrounded as they were, by as many hundreds, who revered their Commander as a father, and loved him as a friend, it certainly was worth making the experiment, whether even dissolute morals might not be reclaimed by lenity. The motive was benevolent, and the effect happy; for, except in the slight instance already related, not the smallest symptom of discontent ever appeared on board the Venerable.

Let us now turn our minds from a most disgusting subject, and hasten to the account of one of those events which will, to the latest posterity, continue to grace, with the utmost splendour, the page of British Naval History—the engagement with the Dutch fleet off Camperdown. The fleet of the enemy had long been in a complete state of equipment for actual service; it consisted of fifteen Ships of the line, six frigates, and five sloops of war; the wind was fa-

vourable for their putting to sea; and nothing but the ingenious artifice already related, in all probability prevented it. At length the Admiral, in the hope of annoying them very materially, if they attempted to come out, the channel being so narrow as not to admit of more than one Ship passing at a time, anchored, having the Adamant in company, at the outer buoy of the Texel, both Ships having springs on their cables. What the event of so unequal a contest would have been, is now of little consequence; but whatever it might have proved, the measure certainly reflected the highest honour on the man whose gallantry not only projected it, but made every possible preparation in his power to carry it into execution in the most advantageous manner possible.

The crew were at their quarters for three days and three nights, almost in momentary expectation that the enemy would come out. Their Admiral even made the preparative signal for sailing; but a few hours before the time when their intention was to have been executed, the wind came round to the westward, and prevented it. During the eight following days, the Admiral and his consort were on the tip-toe of expectation, waiting for a reinforcement, when at length, to their great joy, they were joined by the *Sans Pareil*, of 84, and the *Russel*, of 74 guns. Other Ships coming in soon afterwards, the disparity of numbers so far decreased, as to annihilate all anxiety for the event of the expected contest. The Venerable herself kept the sea during eighteen weeks and three days, without intermission, in which time many of the Ships which had joined the Admiral after the mutiny, had been compelled to make a temporary return into port, either on account of a want of provisions, or the damage they had received in the gales of wind which happened about that period.

At length the Commander in Chief, in spite of all the care and oeconomy he could contrive, found himself under a necessity of returning into port, to revictual and procure a

supply of stores, the Venerable being in want of nearly every species of necessary requisite to a Ship employed on so active a service. The Dutch Admiral, who had accurate information from small vessels, which were kept out as scouts, of all the motions which the British fleet made; wearied by his long confinement in port, urged by the representations made from his own Executive Government, and stimulated by the influence of the French faction in Holland, ventured at last to put to sea. Though a man inferior to no one, perhaps, in personal courage, he knew too well the superiority of the British Ships, and the crews which navigated them, both in respect to equipment and nautical knowledge, to suppose that the event of an action would be conformable to the wishes or interests of his countrymen, unless he outnumbered his antagonists far higher than he could expect or hope. But by putting to sea, he considered that he should at least quiet the minds of his countrymen for a time; and that calm he hoped to produce, without putting his armament to the risk of a defeat: this he was induced to flatter himself with, under the reflection that the same wind which wafted his enemy from the British shore, would render his return into port so easy, that he might avoid an action.

The activity of Admiral Duncan rendered these expectations futile. Having previously dispatched orders to Yarmouth for the preparation of the different articles he stood in need of, so that as little time as possible might be lost, the fleet had no sooner got to an anchor, than the vessels employed in victualling, were alongside. The Commander in Chief setting the first example of assiduity, quitted not his Ship for a moment; he continued almost constantly on deck, encouraging the men, and promoting every possible exertion, insomuch, that the Venerable herself was ready for sea in four days, and the whole of the fleet in less than eight. He lost not a moment in getting out to his station, having received early intelligence that the event he had so long wished for, had actually taken place.

Fortune propitiously decreed that the zeal and unremitting perseverance of the Admiral should not pass without acquiring the reward of victory, which he had so long and so diligently laboured to win. On the eleventh of October, at nine o'clock in the morning, the headmost Ships of the fleet made the signal of having discovered the enemy, and after a pursuit of three hours, succeeded in the well-judged operation of cutting through the enemy's fleet, by which means they were cut off from their own ports. The subsequent events of the glorious victory obtained on that occasion, and the minute, though highly interesting particulars with which the contest abounded, will be best explained by the annexed extract from the log-book of the Venerable :

1797. October 11.		British North Sea Fleet.					
Repeater.	No.	Ships.	Captains.	Guns.	Divisional Commanders.		
Beaulieu. Clive. Martin ship, Black Jack Jettie, Rose and Adore cutters, and another.	1	Russel	Henry Trollope	74	RICHARD ONSLOW, Esq. Vice Admiral of the Red.		
	2	Director	William Bagn	64			
	3	Montague	John Knight	74			
	4	Vespaan	Geo. Gregory	64			
	5	Monarch	{ Vice Adm. Onslow Edw. O'Brien, Capt.	74			
	6	Powerful	Wm. O'Drury	74	ADAM DUNCAN, Esq. Admiral of the Blue, Commander in Chief, &c. &c. &c.		
	7	Mogmouth	James Walker	64			
	8	Agincourt	Jo. Williamson	64			
	9	Triumph	W. M. Essington	74			
	10	Venerable	{ Admiral Duncan Wm. G. Fairfax	74			
	11	Ardent	R. R. Burges	64			
	12	Redford	Sir Thos. Syard	74			
	13	Lancaster	John Wells	64			
	14	Belsham	John Ingles	64			
	15	Adamant	Wm. Hotham	50			
	16	Isis	Wm. Mitchell	50			
			Dutch Fleet. Captains.			Guns.	
	1	Vryheid	Adm. De Winter	74		Commander in Chief	
2	Jupiter	Vice Adm. Reynolds	74	Second in Command			
3	Brutus	{ Rear Adm. Buis Van Truikling	74		Escaped.		
4	States General	Rear Adm. Storey	74	The first Ship drove out of the line by his Majesty's Ship Venerable			
5	Hercules	— Rycoot	64		Escaped.		
6	Adm. D. Vries	— Zeyou	64		Taken.		
7	Gldkheid	— Rysch	64		Taken.		
8	Leyden	— Masquettin	64		Taken.		
9	Cerberus	— Jacobson	64		Escaped.		
10	Wasenar	— Holland	64		Taken.		
11	Haclem	— Wiggorta	64		Taken.		
12	Welft	— Verdoorn	56		Taken.		
13	Estavia	— Souders	56		Escaped.		
14	Alkmaar	— Kradde	56		Taken.		
15	Bechermer	— Kengitt	56		Escaped.		
16	Mars (taken into the line)	— Kuff	44		Escaped.		
17	Monikendam	— Lancaster	44		Taken.		
18	Meldin	— Desionall	32				
19	Ambuscade	— Hays	32		Taken.		
20	Waskamheid	— Yeung	26	Adm. Duncan. The Dutch had ten guns more in their Line of Battle ships than the British,			
21	Minerva	— Elbrachta	26	and eighty-eight guns besides in their Frigates			
22	Galeta	— Revery	26	and Brigs. Several of their Ships carried			
23	Ajax	— Akanboath	16	thirty-six and twenty-four pounders on their			
24	Alchelaute	— Plats	16	lower and on their main decks.			
25	Daphne	— Frederick	16	At B. The British ships only thirty-two's			
26	Itarige	— Harshufeld	6	and eighteen.			

Memorandum. The Dutch had ten guns more in their Line of Battle ships than the British, and eighty-eight guns besides in their Frigates and Brigs. Several of their Ships carried thirty-six and twenty-four pounders on their lower and on their main decks.
N. B. The British Ships only thirty-two's and eighteens.

1797	October 11th.		Signal. By whom made.	To whom addressed.	Number and Signification.
	Hour.	Min.			
	9	0	Venerable	General	10. Prepare for battle.
	9	15	Ditto	Circe	47. Come within hail.
	9	20	Ditto	Russel	101. Close with the Admiral.
	9	22	Ditto	General	48. Line on starboard bearing.
	9	26	Ditto	General	17. Alter the course to port, and steer S. S. E.
	9	38	Ditto	General	48. With compass signals to form the line on starboard, bearing N. E. and S. W.
	9	50	Ditto	General	67. Make more sail.
	9	58	Ditto	Isis and Lancaster	67. To make more sail.
	10	—	Ditto	Russel	16. To steer more to starboard.
	10	4	Venerable	Isis	67. To make more sail.
	10	5	Ditto	General	16. With compass signals, the fleet to steer S.
	10	15	Ditto	General	7. With two guns, general chase.
	10	24	Ditto	General	35. To engage the enemy as arriving up with them.
	10	33	Venerable	Beaulieu	67. To make more sail.
	10	38	Ditto	Belliqueux	67. To make more sail.
	11	45	Ditto	Monarch and Montague	69. To shorten sail, but hauled down before answered.
	10	—	Ditto	Van	71. Van to shorten sail.
	11	2	Ditto	General	66. Take in one reef of the topails.
	11	8	Venerable	General	48. Starboard line of bearing.
	11	11	Ditto	Ditto	81. With preparative, come to the wind on the starboard tack.
	11	17	Ditto	General	95. To take stations in the line as Ships' pendants are thrown out, after ninety-five was answered, countermanded.
	11	29	Ditto	Particular	87. Ships to windward to come down.
	11	30	Ditto	General	36. Each Ship to engage her opponent in the enemy's line.
	11	35	Ditto	General	14. Bear up and sail large.
	11	40	Ditto	Van	41. The van to attack the enemy's rear.
	11	53	Venerable	General	34. To pass through the enemy's line, and engage them to leeward.
	P.	M.			
	12	5	Ditto	General	5. With red pendant over, for close action.
	12	30	The	Action	commenced.
	3	—	The	Firing	ceased.
	3	20	Venerable	General	101. Close round the Admiral.
	4	10	Ditto	General	10. Prepare for battle.

N. B. The wind veering round, and blowing upon the shore, made the signal from the Venerable to the Ships of our fleet not disabled, to tow off the *Prises*.

REMARKS.

October 11, 1797.

At seven A. M. saw three large Ships to leeward, standing to the squadron; on nearing them, found they had each a red flag flying at the main-top gallant-mast-head, being the signal for an enemy. These Ships proved to be Captain Trollope's squadron, consisting of the Russel, Adamant, and Beaulieu frigates, who had kept sight of the Dutch fleet, and watched their motions. His Majesty's Ship Circe, likewise one of that squadron, joined us afterwards. At half past eight o'clock A. M. saw the Dutch fleet to leeward; made the signal, bore up with the fleet, and stood towards them. At fifty minutes past nine, made the signal for the fleet to make more sail. On approaching the enemy's fleet, saw them forming their line of battle on the larboard tack; their force consisting of sixteen sail of the line, three stout frigates, and two smaller ones, with five brigs, having four flags flying, viz. one blue at the main, one white at the mizen, one blue at the mizen, and one blue at the fore-top-gallant-mast-head. Their frigates and brigs drawn up to leeward of their line of battle Ships, and placed opposite to the intervals, which rendered them a great annoyance to our Ships, especially while passing through their line, and during the greatest part of the action. At eleven A. M. made the signal for the van to shorten sail, to let the sternmost Ships come up, and connect our line as well as time would permit. The enemy at this time in a line of battle on the larboard tack, with their main-top-sail yards square, but keeping them shivering, and sometimes full, by which their line was gradually advancing towards their own shore, which, at this period, was not seven miles distant. The land in sight was situated between the village of Egmont and Camperdown. By the inequality of sailing of several of our Ships, the squadron was unavoidably going down towards the enemy in no regular order of battle. Brought to for a short time on the starboard tack, in order to form them; but the enemy being still advancing towards their own shore, it was determined by our Admiral to get between them and their own land, at all events, to prevent their escape. The signal for bearing up was therefore made before our Ships could possibly get into any regular order of battle. Had our time been lost in making a regular distribution of our Ships, the Dutch fleet must have got so near their coast, it would have been impossible to follow them with any

Wind
N. W.
by N.Fresh
Breezes
and
squally
weatherN. W.
by N.Squally
weather
with
Rain.

view of advantage. At fifty-three minutes past eleven, made the signal to pass through the enemy's line, and engage them to leeward. Soon after the signal was made for close action, and repeated by the Monarch and Powerful; it was kept flying on board the Venerable near an hour and a half, when it was shot away. About thirty minutes past twelve, the action commenced by Vice Admiral Onslow, in the Monarch, who broke through the enemy's line, passed under the Dutch Vice Admiral's stern, and engaged him to leeward. The Venerable intending to engage the Dutch Commander in Chief, was prevented by the States General, of 76 guns, bearing a blue flag at the mizen, shooting close up with him; we therefore put our helm apart, run under his stern, engaged him close, and soon forced him to run out of the line. The Venerable then fell alongside the Dutch Admiral De Winter, in the Vryheid, who was for some time well supported, and kept up a very heavy fire upon us. At one o'clock, the action was pretty general, except by the two or three van Ships of the enemy's line, which got off without the smallest apparent injury. About half an hour after the commencement of the action on the part of the Venerable, who began only five minutes later than our own Vice Admiral, the Hercules, a Dutch Ship of 64 guns, caught fire ahead of us; she wore, and drove very near our Ship to leeward, while we were engaged, and very roughly handled, by four Ships of the enemy. A little before three o'clock, while passing to leeward of the Dutch Admiral and Commander in Chief, on the opposite tack, our starboard broadside was fired, which took place principally among the rigging, as all her masts came immediately by the board: soon after he struck his colours, all farther opposition being vain and fruitless. Admiral Duncan dispatched the Rose cutter with a note to the Secretary of the Admiralty, containing account of his having obtained a victory over the Dutch fleet. During the greatest part of the action, the weather was variable, with showers of rain, till half past two o'clock, when it fell almost calm. On its clearing up, we perceived nine Ships of the enemy's line, and one stout frigate, had struck. About four o'clock P. M. Admiral De Winter was brought on board the Venerable by Mr. Charles Richardson, first Lieutenant of the Circe, in the boat of that frigate, whose signal had been made for that purpose. The Venerable wore with the fleet, turning our heads off shore, which was not then distant above four or five miles.

Began repairing the rigging, which, with the sails, masts, and yards, had suffered much in the action. The people likewise constantly at the pumps, having received a number of shot-holes below our water-line. Made the frigates and undisable Ships signals to take possession of prizes. During the battle, the Venerable was gallantly supported by the Ardent and Triumph, Admiral Duncan's seconds, and afterwards by his Majesty's Ship Powerful, who had taken her opponent, then run up, and rendered effectual assistance to us, while surrounded by enemies. The Powerful and several others showed by their gallant conduct, that they perfectly understood the signal for close action. Could a doubt remain in the minds of any person in the fleet, about the meaning of any signal or manœuvre, they could not possibly mistake the gallant example of the two English Admirals, and several others, who entered completely into the meaning of the signal No. 34, and immediately pushed through the enemy's line, as the only method of defeating the Dutch fleet in the situation in which they were. It was perfectly in the power of the whole British fleet to have put signal 34 into execution. The enemy was directly to leeward, and openings to pass through their line in several parts of it; but some of our Ships, it is said, did not put No. 34 into execution. Notwithstanding, the 11th of October, 1797, will be remembered with pleasure by our friends, and regretted by our enemies.

The foregoing account is so full, that it requires no addition or remark; suffice it, that we briefly state the action commenced between twelve and one o'clock in the afternoon, and after continuing rather more than three hours with unceasing violence, was at last closed by the surrender of nine Ships of the line, with two frigates; the remainder, though not without much difficulty, succeeding in effecting their escape.

It has been remarked, and with some truth, that the laconic manner in which the gallant Admiral first announced his success to the Admiralty Board, in no small degree resembled the celebrated letter of Captain Walton, written in consequence of his having attacked, taken, or destroyed, a detachment of the Spanish fleet off Syracuse. "We have

taken," said that brave officer, "and destroyed all the Spanish Ships and vessels that were upon the coast; the number as per margin. Yours, &c. G. Walton." That which we bring into comparison with it, was to the following purport:

Venerable, off the coast of Holland, the 12th of October, by log (11th) three P. M. Camperdown E. S. E. eight miles. Wind N. by E.

SIR,

I have the pleasure to acquaint you, for the information of the Lords Commissioners of the Admiralty, that at nine o'clock this morning, I got sight of the Dutch fleet; at half past twelve I passed through their line, and the action commenced, which has been very severe. The Admiral's Ship is dismasted, and has struck, as have several others, and one on fire. I shall send Captain Fairfax with particulars the moment I can spare him.—I am,

ADAM DUNCAN.

The Admiral, as a public and proper reward for his very brilliant conduct on the foregoing occasion, was raised by patent bearing date October the thirtieth, to the dignity of a Baron and Viscount of Great Britain, by the titles of Baron Camperdown and Viscount Duncan. The Venerable had received so much damage, and had become so leaky, owing to the number of shot she had received in her hull, that she was, with the greatest difficulty, brought into port; and being found unfit for further service, without previously undergoing a thorough repair, was, of course, ordered to be dismantled for that purpose. His Lordship, who continued to retain his command, shifted his flag into the Kent, a new Ship of 74 guns, then just launched. Soon as the Ships destined to remain under his orders were refitted, he returned again to his station; and by his continued vigilance, the Dutch trade was almost annihilated: their vessels, whenever any were found hardy enough to attempt putting to sea, were captured in sight of their own ports; for the whole coast was so completely blockaded, that instances very rarely occurred of their being able to elude the extreme vigilance of the British cruisers.

A very singular proof of this fact took place about twelve months after the Camperdown fight; two Dutch frigates, the *Furie*, of 36, and the *Waakzaamheid*, of 26 guns, had been lying in the Texel many weeks with troops on board. Eager to seize the first probable opportunity of escape, in order to effect a desultory descent on some part of the British dominions, being at last favoured by a strong eastern gale, which they flattered themselves had blown the English cruisers off their coast, they ventured out to sea on the twenty-third of October, 1798, under cover of a thick fog, but were both captured on the following day, by Captain King, in the *Sirius*. His Lordship continued to retain the same command till the commencement of the present year, but the extreme caution of the enemy prevented him from finding any second opportunity of completing the destruction of the Dutch maritime power; and the surrender of their Ships at the Texel, in the month of August, 1799, has, to a certainty, removed to a more remote period, the possibility of acquiring in the same quarter similar honours to those gained off Camperdown.

Heraldic Particulars relative to Lord Viscount Duncan.

On the sixth of June, 1777, he married Miss Dundas, daughter of Robert Dundas, Esq. Lord President of the Court of Session in Scotland.

On the twenty-third of December, 1787, his eldest son, Mr. Henry Duncan, died at Edinburgh.

ARMS.] In the centre of his paternal coat (being Gules, two cinque foils in chief, and a bugle horn in base, stringed Azure), pendant by a ribbon Argent and Azure, from a naval crown Or, a gold medal, thereon two figures, the emblems of Victory and Britannia; Victory alighting on the prow of an antique vessel, crowning Britannia with a wreath of laurel; and, below, the word "Camperdown."

CREST. A first rate Ship of war, with masts broken, rigging torn and in disorder, floating on the sea, all proper; and over, the motto "Disce pati."

SUPPORTERS.] On the dexter side an Angel, mantle purple; on the head a celestial crown; the right hand supporting an anchor proper; in the left a palm branch Or. On the sinister a sailor, habited and armed proper; his left hand supporting a staff, thereon hoisted a flag azure; the Dutch colours wreathed about the middle of the staff.

MOTTO.] "Secundis dubisque rectus."

Vol. IV.

Q

ILLUSTRATIONS OF NAVAL TACTICS,

Drawn from actual Events, and the Success which has attended particular Manœuvres practised in Engagements between Two Fleets. From the Revolution down to the present Time. Arranged in Chronological Order.

(Continued from page 47.)

AFTER the conclusion of the third Dutch war, no opportunity offered itself either to the British fleet, or that belonging to any among their different enemies, of carrying the same manœuvre into execution, till the engagement between Mr. Byng and the French Admiral Gallisoniere. The Beachy-Head fight, the naval battles which took place off La Hogue and Malaga, were, of necessity, conducted on different principles, which will be explained under a different head from the present.

In the action off Minorca, Mr. Byng had very judiciously contrived to keep the advantage of the wind; and such was the relative position of the two squadrons, that if he had, immediately after making the signal for his Ships to go about, which consequently brought them on the same tack with the enemy, followed it with another for the whole fleet to make all the sail they could, without subjecting themselves to confusion, and fall upon the van of the enemy, there seems but little doubt that Mr. West's division alone would have insured the victory. This unfortunate man, without doubt, committed an irremediable suite of errors, in ordering the Deptford to quit the line; in bearing away with the Ramilies for the rear of the enemy; and in making the signal for the rest of the Ships in his division to follow his example. This conduct, however ill-judged it might be, perfectly emancipates him from the illiberal charge which his enemies laboured so powerfully to fix on him—a want of personal courage; for the fact is, if he had kept on the same course after the van began to engage, which he held before the action commenced, the battle would, in all probability, have been nearly over, and the enemy defeated, ere he could have got nearer to them than within random shot.

“At two,” says this unhappy man, “I made the signal to engage, as I found it was the surest method of ordering every Ship to close down on the one that fell to their lot; and here I must express my great satisfaction at the very gallant manner in which the Rear Admiral set the van the example, by instantly bearing down on the Ship he was to oppose, with his second, and who occasioned one of the French Ships to begin the engagement, which they did, by raking ours as they went down. I bore down on the Ship that lay opposite to

was." This last act gave the fatal check to the victory, which he otherwise would in all likelihood have obtained.

On the sixteenth of March, 1781, the French squadron employed in America, completely baffled the British squadron under Mr. Arbuthnot, by making use of this manœuvre. The enemy, who were really inferior in point of force, but had the advantage of the wind, attacked with all the Ships they could bring into action, the *Robust*, the *Prudent*, and the *Europe*: the former of these was engaged at one time by the French Commodore, in a Ship of 84 guns, supported by one of 74, and another of 64; the other Ships had the remainder of the enemy's squadron to contend with; the consequence was, that all those Ships, but more particularly the two former, were completely crippled before their companions could get up to support them; and the French, perfectly well satisfied with having saved themselves from a more serious loss, were enabled to make good their retreat without farther molestation.

"At two o'clock," says Mr. Arbuthnot, "the van of my squadron wore in the line, and in a few minutes the *Robust*, which led the fleet, and afterwards behaved in the most gallant manner, was warmly engaged with the van of the enemy. The Ships in the van and centre of the line, were all engaged by half an hour past two, and by three the French line was broke; their Ships began soon after to wear, and to form their line again with their heads to the south-east into the ocean.

"At twenty minutes after three I wore and stood after them. I was sorry to see the *Robust*, *Prudent*, and *Europe*, which were the headmost Ships, and received the whole of the enemy's fire at their rigging as they bore down, so entirely disabled, and the *London's* main-top-sail-yard being carried away, (the two first unmanageable, laying with their heads from the enemy) as to be incapable of pursuit, and of rendering the advantage we had gained decisive."

The engagement off the Chesapeak, on the 5th of September, 1781, is a still corroborating proof of the correctness of this principle: the van and centre of the fleet, commanded by Rear Admirals Graves and Drake, opposing Ship to Ship with the enemy, forced them to give way; while the seven sternmost Ships of the British fleet, under Sir Samuel Hood, kept twelve of the enemy's rear at bay. It may be remembered that there was no small degree of murmur excited among the uninformed, because those Ships were not actually engaged; but it must be evident to all candid inquirers, now reason has supplanted the rage of passion, that if the rear had borne away, and closed with its antagonists, as the van did, it might, and most probably

would have been inclosed between two fires, through which an advantage might have been gained which would have been productive of the most serious consequences to the whole fleet.

In short, the particular conduct of the rear proved the preservation of the whole fleet. It will be hereafter necessary to speak more fully of this encounter, in treating of the manœuvre lately introduced and practised with so much success, that of "*cutting through the enemy's line*."

ILLUSTRATIONS OF NAVAL HISTORY.

THE first letter, in particular, is of the most interesting kind, as it tends to prove the high injury wantonly inflicted by the rage of party on one of the bravest and worthiest men that ever held a naval command—Arthur Herbert, Earl of Torrington. The honest and unsought for testimony borne by a person of Admiral Shovell's description, outweighs the slanderous and envenomed clamour of millions.

Sir CLOUDESLEY SHOVELL to the Earl of TORRINGTON, July 31, 1690.

MY LORD,

I MUST believe you a person so steddý for y^e preservation of their Maj^{ties} and their kingdoms, that the breath of ten thousands of the better sort of the unthinking mobb cannot shake your loyalty; and for your corrage, ware I worthey to be your Lordship's bayle, I durst with my life be bound to answer for your default; though I suppose tis not unknown to your Lordship that both your loyalty and corrage are questioned. My Lord, I have been so unfortunate as not to have had one line from any one of my friends in y^e fleet; nor till within this week have I spoke with any one man that was in y^e late action with your Lordship; and now am, as have been all along, well satisfied that your retreat was absolutely necessary, and for the servis of our country; but till now knew not the reason of your fighting.

When your Lordship was first in sight of the French, I was then of y^e Land's End, with 3 fregatts in my company; and by small vessells that cam from the eastward, I had still nottis of your seeing the French fleet for 5 or 6 days together; and nothing more rejoiced me then that your Lordship declined fighting them; and, S^r, in any other country but our's, your declining fighting would have shown your Generalship, and been esteemed as it deserved. My Lord, here are many people in these parts can very well remember that it was

my opinion that nothing could be more to your Lordship's hon., and to our country's safety, then your keeping out of the reach of them; and nothing could hurt us but fighting them; and one need not goe far for a very substantiall reason, which is, you wanted about 25 sail of good Ships that were designed for the line of battle; and if it was thought you could beatt the French without this 25 sail, why ware we at the unnecessary charge of so many supernum, Ships? My Lord, I have not else at press^d, but to assure your Lordship I am, as ever,

My LORD,

Your Lordship's most faithfull and obedient Serv^t,

C. S.

Sir CLOUDESLEY SHOVELL to Sir FRANCIS WHEELER.

DEAR SIR FRANCIS,

December 12, 1692.

I SUPPOSE your West India voyage goes forward, and all things to you satisfaction. I question not but you believe next to myself, I wish your wellfaire before any man's. God bless the King; and upon my word, I am not of the common opinion, which makes your voyage such a bug bear; but, to the contrary, I expect your return with a great deal of reputation, much to your satisfaction, about two years hence, or thereabouts; I expect so, which pray order your buisness so as to stay no longer; for after two years your Ships will be out of order, your stores expended, your men will dye; and if I may call it so, course of nature will bring you an account of wants every day; but while you are abroad, make me your Solissitor at home for your reall wants, and be assured I will heartily devoatt myself to your service. I will only caution you in what I am assured you can very well perform, if you give your mind to it; that is, lett no frivolous miscarriages give you any manner of disturbance; neither be disturbed at any unfavourable misfortune. I assure myself of your aplycation to your buisness; and I will once more repeat my Opinion, which is, that I shall see my dear friend S^r Francis return from the West Indies with (in short) a great deal of satisfaction both to himself and friends, amongst which I subscribe myself one of your faithfullest.

C. S.

SIR,

Victory off Beachy, 26th February, 1743.

I SAILED from the Downs the 24th inst, in the morning, the wind at W. N. W. upon receiving intelligence that fifteen Ships of the Brest squadron were at an anchor off of Dungeness; and at two in the afternoon came to an anchor about eight miles short of them, the tide of flood then being against us, and the wind at W. S. W. they bear-

ing from us, W. $\frac{1}{2}$ S. At eight at night the wind shifted to N. E. and about one in the morning, a violent storm came on, with thick dark weather, that soon drove most of us from our anchors; it continued the greatest part of the day, so that we could carry no sail; but towards evening the weather abated, and this day (the 26th) we have little wind, and variable. I inclose to you an account of the damage that has happened to such of our Ships as I have spoke with, and hope their Lordships will order an immediate supply of anchors and cables to us in the Downs, whither I am returning. It was fortunate we did not meet with this storm off Dunkirk, or in the Downs, in either of which places all our pilots are of opinion the whole fleet would have been in imminent danger. The Roebuck, from Portsmouth, joined me the 24th, when we were in sight of the French. We cannot tell when the French broke way, notwithstanding all the endeavours I used to be informed of it; but the Angelsea, whose cable parted the 25th, at seven in the morning, run close by Dungeness, and viewed both sides of it, and found them gone. The Duke, Princess Royal, Prince Frederick, and Medway, not being in a condition to go into the Downs, I have ordered Sir Charles Hardy with them into Spithead, and the Gibraltar to attend him. I am, Sir,

Your most humble servant,

J^N NORRIS.

An Account of Damages the Ships undermentioned received the 25. Febr^y, 1743-4.

SHIPS' NAMES.	ACCIDENTS.
Victory - - -	Lost two anchors and three cables.
Duke - - -	Lost two anchors, four cables, and the davits.
St. George - -	Lost two anchors, four cables.
Princess Royal -	Lost three anchors and cables, and broke her tiller.
Prince Frederick -	Lost two anchors, two cables, and the small bower up serviceable; carried away the jibb-boom, sprit-sail-yard, and 16 foot of the knee of the head, and sprung the bowsprit.
Suffolk - - -	Lost two anchors and three cables.
Captain - - -	Lost two anchors and three cables.
Dreadnought -	Lost one anchor and cable.
Jersey - - -	Lost one anchor, one cable and half.
Worcester - -	Lost one anchor and three cables.
Roebuck - - -	Lost her longboat.
Angelsea - - -	Lost one anchor, one cable and half, and her longboat.
Gibraltar - -	Lost one anchor and cable.
Princess Mary -	Lost two anchors and three cables.
Medway - - -	Lost three anchors, four cables, and her longboat.
Deptford - -	Lost three anchors and four cables.

TO THE EDITOR OF THE NAVAL CHRONICLE.

MR. EDITOR,

IT is with pleasure I congratulate you on that useful and very valuable work, the Naval Chronicle, which at length has made its appearance in this quarter of the world; and I can assure you, has met with universal admiration by the officers in our marine service, as well as all classes connected with it. A work of that nature had long been wanted, to record the many gallant exploits which have in times past, and continue to adorn your Navy; and with a well-grounded hope that our's may imitate, and ever act in unity with it, I have transmitted for your insertion, if approved of, the Official Letter and Report of the Secretary of the American Navy, together with the two Official Letters written by that gallant officer, Commodore TRUXTON.

I am, Sir,

Yours,

T.

Boston, North America, June 21, 1800.

Letter and Report of the Secretary of the Navy.

Navy Department, 20th March, 1800.

IN obedience to the order of the House of Representatives of the United States, of the eighteenth inst. the Secretary of the Navy has the honour to lay before the House, a copy of Captain Truxton's letter of the third of February, together with a copy of the extract from his journal, referred to in the said letter, detailing the particulars of the engagement between the Constellation under his command, and an heavy French Ship, mounting, as he supposed, 54 guns.

The Secretary has received a number of letters, too voluminous to trouble the House with, of dates both prior and subsequent to the action, which leave no doubt on his mind that the French Ship, so gallantly defended against the bravery and superior skill of Captain Truxton, is the same that arrived at Guadaloupe from France, in the month of December last, called La Vengeance, mounting 50 guns or upwards.

In confirmation of this opinion, the Secretary takes the liberty of stating the substance of letters received from Captain Baker, of the Delaware sloop of war, from B. H. Phillips, Esq. American Consul at Curacao, and from D. M. Clarkson, Esq. Navy Agent at St. Kitts.

Captain Baker, in a letter dated Curacao, eighth of February, mentions that a French Ship, called La Vengeance, of 54 guns, had left Guadaloupe on her return to France, about the first of February;

had a very severe action with the *Constellation* the following night, and arrived at Curacao on the sixth, in a most shattered condition; that he understood she had lost one hundred and forty men in the action, and when she escaped from the *Constellation*, had eight feet water in her hold.

Mr. Phillips, in a letter dated Curacao, ninth of February, to the Secretary of State, announces the arrival there of the French Ship, *La Vengeance*, of 56 guns, bound from Guadalupe to France, with a valuable cargo, and a large sum of specie, in a very distressed situation, having lost one hundred and sixty men, killed and wounded, and her masts and rigging nearly all shot away in an engagement of five hours, within pistol shot, with the *Constellation*.

Mr. Clarkson, at St. Kitts, in a letter dated sixteenth of February, states, "We are certain Captain Truxtun's gallant action was fought with *La Vengeance*, a French man of war of 54 guns, and five hundred picked men, from Guadalupe to France."

As to the conduct of any particular officer, or other person on board the *Constellation*, the Secretary has no information, except what is to be found in the communications from Captain Truxtun, by which, but still more by the result of this heroic action, it appears that all the officers and men on board the *Constellation* must have nobly performed their duty.

The praise of having pursued, for many hours, a Ship known to be of force so greatly superior to his own, to bring her to action, and of conducting that action with so much skill as to compensate for his great inferiority of force, belongs exclusively to their gallant commander.

It cannot be necessary for the Secretary to add to the eulogium bestowed by Captain Truxtun on the brave young Midshipman, James Jarvis, who gloriously preferred certain death, to an abandonment of his post.

All which is respectfully submitted,

BENJAMIN STODDERT,
Secretary of the Navy.

*The Honourable the Speaker of
the House of Representatives of the United States.*

*Copy of a Letter from Captain THOMAS TRUXTUN, to the Secretary
of the Navy.*

*United States' Ship Constellation,
at Sea, Feb. 3, 1800.*

SIR,

I HAD the honour to address you the day after my arrival at St. Christopher's, the twenty-first ult. as per copy annexed; after

which I made every exertion in my power to get the squadron, as well as my own Ship to sea, in the shortest time possible; and gave all the commanders of the different vessels orders, to cruise separately, in certain situations, agreeably to the copies inclosed.

On the thirtieth, I left St. Christopher's with the Constellation in excellent trim for sailing, and stood to windward, in order to occupy the station I had allotted for myself, before the road of the enemy, at Guadaloupe, where I was informed a very large and heavy frigate, of upwards of 50 guns, was then laying; and early on the next day I fell in with L'Insurgent, Captain Murray, and the prize brig, Conquest of Italy, that had been fitted out to cruise with him in those seas. After a short interview with Captain Murray, I requested him to proceed to St. Christopher's without loss of time, and call on our agent there, Mr. Clarkson, for letters that I had lodged for him, which pointed out his further destination. On our parting, he immediately made sail to leeward, and I continued plying to windward. At half past seven A. M. of the following day, I discovered a sail to the S. E. to which I gave chase; and for the further particulars of that chase, and the action after it, I must beg leave to refer you to the extracts from my journal, which is also inclosed, as being the best mode of exhibiting a just, fair, and candid account of all our transactions in the late business, which has ended in the complete dismantlement of the Constellation, though, I trust, to the high reputation of the American flag.

I have just fell in with the Enterprize, Lieutenant Shaw, returning from Curacao, who I send off to you with my dispatches, and I shall be obliged, by your sending him again to me at Port Royal, Jamaica, as early as possible; as I shall be impatient to hear from you, especially as we are now in want of every thing, being a mere wreck.

If I had met Captain Morris, of the Adams, I should have taken the command of that Ship, and kept the station to windward, leaving him in charge of the Constellation, to be refitted at Jamaica; but I have not been so fortunate.

I have the honour to be,

With great respect and esteem,

Your very obedient humble servant,

(Signed) THOMAS TRUXTON.

*The Honourable Benjamin Stoddert, Esq.
Secretary of the Navy, Philadelphia.*

A Circumstantial Account of the Engagement between the United States Frigate Constellation, of 38 Guns, and a French National Frigate, of 54 Guns, on the 1st February, 1800; taken from Commodore TRUXTON's Journal, viz.

Saturday, 1st February, 1800.

AT half past seven A. M. the road of Basseterre, Guadaloupe, bearing east, five leagues distance, saw a sail in the S. E. standing to the westward, which from her situation, I at first took for a large Ship from Martinico, and hoisted English colours, on giving chase, by way of inducement for her to come down and speak me, which would have saved a long chase to leeward of my intended cruising ground; but finding she did not attempt to alter her course, I examined her more attentively as we approached her, and discovered her to be a heavy French frigate, mounting at least 54 guns; I immediately gave orders for the yards to be slung with chains, top-sail sheets, &c. stoppered, and the Ship cleared ready for action, and hauled down the English colours. At noon the wind became light, and I observed the chase that we had before been gaining fast on, held way with us; but I was determined to continue the pursuit, though the running to leeward, I was convinced, would be attended with many serious disadvantages, especially if the object of my wishes was not gratified.

Sunday, 2d February. At one P. M. the wind being somewhat fresher than the noon preceding, and an appearance of its continuance, our prospect of bringing the enemy to action began to brighten, as I perceived we were coming up with the chase fast, and every inch of canvas being set that could be of service, except the bag reefs, which I kept in the top sails, in case of the enemy finding an escape from our thunder impracticable, should haul on a wind, and give us fair battle; but this did not prove to be her commander's intention: I however got within hail of him, at eight P. M. hoisted our ensign, and had the candles in the battle lanthorns all lighted, and was in the lee gangway ready to speak him, and to demand the surrender of his Ship to the United States of America, when at that instant he commenced a fire from his stern and quarter guns, directed at our rigging and spars. No parley being then necessary, I sent my principal Aide-de-camp, Mr. Vandyke, to the different officers commanding divisions on the main battery, to repeat strictly my orders before given, not to throw away a single charge of powder and shot, but to take good aim, and to fire directly into the hull of the enemy, and load principally with two round shot, and now and then with a round shot and a

stand of grape, &c. to encourage the men at their quarters, and to cause, or suffer no noise or confusion whatever; but to load and fire as fast as possible, when it could be done with certain effect.

These orders being given, in a few moments I gained a position on his weather quarter, that enabled us to return effectually his salute; and thus as close, and as sharp an action as ever was fought between two frigates, commenced, and continued until within a few minutes of one A. M. when the enemy's fire was completely silenced, and he was again sheering off. It was at this moment that I considered him as my prize, and was trimming in the best manner I could, my much shattered sails, when I found the main-mast was totally unsupported with rigging, every shroud being shot away, and some of them in many places so as to render stoppers useless, which in fact could not be applied with effect; I then gave orders for all the men to be sent up from the gun deck to endeavour to secure the mast, in order that we might get alongside of the enemy again as soon as possible; but every effort was in vain, for it went over the side in a few minutes after, and carried with it the topmen, among whom was an amiable young gentleman, who commanded the main top, Mr. James Jarvis, son of James Jarvis, Esq. of New York. This young gentleman, it seems, was apprized of his danger by an old seaman, but he had already so much the principle of an officer ingrafted on his mind, not to leave his quarters, that he replied, if the mast went, they must go with it, which was the case, and only one of them were saved. I regret much his loss, as a promising young officer, and amiable young man, as well as on account of a long intimacy that has subsisted between his father and myself, but have great satisfaction in finding, that I have lost no other, and only two or three were slightly wounded, out of thirty-nine of the crew, killed and wounded, fourteen of the former, and twenty-five of the latter. As soon as the main mast went, every effort was made to clear the wreck from the Ship as soon as possible, which was effected in about an hour; and as her security was then the great object, it being impossible to pursue the enemy, I immediately bore away for Jamaica, for repairs, &c. finding it impracticable to reach a friendly port in any of the islands to windward.

I should be wanting in common justice, was I to omit here to journalize the steady attention to order, and the great exertion and bravery shewn by all my officers, seamen, and marines in this action, many of whom I had sufficiently tried before on a similar occasion (the capture of the *Insurgente*), and all their names are recorded in the muster-roll I sent to the Secretary of the Navy, dated the nineteenth of December last, signed by myself.

(Signed) THOMAS TRUXTUN.

BIOGRAPHICAL ANECDOTES OF
NAVAL OFFICERS

WHO HAVE HITHERTO PASSED NEARLY UNNOTICED BY HISTORIANS.

The following Account of Lord CLINTON, some time Lord High Admiral of England, is taken from the elegant Collection of Biographical Traits written by EDMUND LODGE, Esq. Lancaster Herald, and F. S. A. and illustrated by BARTOLOZZI's exquisite Imitations of Portraits by HOLBEIN, in his Majesty's Collection. We may probably hereafter present our readers with some more extracts relative to Naval Biography, from that superb publication, as the very high price of it must always render it, in a certain measure, scarce.

EDWARD, Lord Clinton, was the only son of Thomas, the eighth Baron of his family, by Mary, a natural daughter to Sir Edward Poynings, Knight of the Garter. He was born in 1512, and, at the death of his father, within five years after, fell in wardship to the crown. Educated in the court, his youth was passed in those magnificent and romantic amusements which distinguished the beginning of Henry's reign; nor was it till 1544 that he appeared in a public character: in that year he attended the Earl of Hertford, and Dudley, Lord Lisle, in their expedition to Scotland, and is said to have then entered into the naval service, in consequence of his intimacy with the latter, who at that time commanded the fleet: with these noblemen he scoured the coasts of Scotland, and afterwards landed at Boulogne, which was then besieged by the King in person.

At the commencement of the following reign, he was appointed Admiral of the fleet which aided the Duke of Somerset's great irruption into Scotland; and, owing to a singular circumstance, is said to have had a considerable share in the victory at Musselburgh, without quitting his Ships; for the van of the English Army having changed its situation, the Scots imagined it was flying to the fleet, and thereupon forsook the high ground on which they had been advantageously posted, and following the English to the sea-side, were received with a furious discharge of cannon from the Shipping, which threw them at once into irrecoverable disorder. Soon after this period, Lord Clinton was constituted Governor of Boulogne; and at his return from thence, after the peace of 1550, was appointed of the King's Privy Chamber, Lord Admiral of England for life, and a Knight of the Garter: to these dignities were added grants of estates to a very considerable value. In 1551 he represented his royal master

at Paris, as godfather to the third son of France, afterward Henry III. He negotiated at the same time the treaty of marriage intended between Edward VI. and Elizabeth, daughter of Henry II. of France, and brought home with him the instrument of its ratification.

Edward died soon after the commencement of this embassy; and Lord Clinton, having recommended himself to the favour of that Prince's successor, by his early expressions of attachment to her title, was sent in 1554, with some others of the loyal nobility, against Sir Thomas Wyat. In the autumn of the next year he carried the Order of the Garter to Emmanuel, Duke of Saxony; and in 1557, had a principal command in the English Army at the siege of St. Quinton. On the thirteenth of February, 1558, O. S. his patent of Lord Admiral was renewed; and on the twelfth of April following, he was appointed Commander in Chief, both by sea and land, of the forces then sent against France and Scotland. Elizabeth continued him in the post of Admiral, chose him of her Privy Council, appointed him a commissioner to examine Murray's charges against the Queen of Scots, and joined him to the Earl of Warwick in the command of the Army sent in 1569 against the rebellious Earls of Northumberland and Westmoreland. On the fourth of May, 1572, he was advanced to the title of Earl of Lincoln; in the next year was a commissioner for the trial of the Duke of Norfolk; and in 1574, went Ambassador to France, to ratify the treaty of Blois. His last public service was in the ineffectual negotiation for a marriage between Elizabeth and the Duke of Anjou. He died on the sixteenth of January, 1584, O. S. and was buried in St. George's Chapel, Windsor, under a superb monument of alabaster and porphyry, which has lately been repaired with great nicety, by order of his descendant, the present Duke of Newcastle.

He was three times married: first, to Elizabeth, daughter of Sir John Blount, and widow to Gilbert, Lord Palboys. By this lady, who had formerly admitted the caresses of Henry VIII. he had three daughters; Bridget, married to Robert Dymock, of Scrivelsby, in Lincolnshire; Catherine, to William Lord Borough; and Margaret, to Charles Lord Willoughby, of Parkam. By his second wife, Ursula, daughter to Edward Lord Stourton, he had three sons; Henry, who succeeded him; Edward and Thomas; and two daughters; Anne, wife of William Ayscough, of Kelsay, in Lincolnshire; and Frances, of Giles Burges, Lord Chandos. He married, thirdly, Elizabeth, daughter of Gerald Fitzgerald, Earl of Kildare, who died without issue.

NAVAL LITERATURE.

An Essay on Fevers, wherein their Theoretic Genera, Species, and various Denominations, are, from Observation and Experience for Thirty Years in Europe, Africa, and America, and on the intermediate Seas, reduced under their characteristic Genus, Febrile Infection; and the Cure established by Philosophical Induction. By ROBERT ROBERTSON, M. D. Physician to the Royal Hospital, Greenwich. Octavo. 286 Pages. 5s. 1790. G. G. J. and J. Robinson.

(Concluded from page 60.)

IN the course of the work the ingenious author describes at some length, the means of detecting febrile infection, and distinguishing it from other diseases.

1. When one, or more (says the Doctor) in a family, or in any large society, whether school, college, university, religious seminary, regiment, on board of Ship, or elsewhere, complain of fever—and whether the symptoms are less or more severe—preclude not the necessity of inquiring, with all possible strictness, if they have been seeing, or in company with sick, or in any part where sick have been; or with people who have been visiting or attending sick; or if they have worn sick people's clothes; or if they have lain in bed clothes or beds which the sick lay in? Should the answer be in the affirmative, there will be no reason to doubt of their being infected; and suitable methods to render it as mild as possible, and to prevent it from spreading, cannot be too speedily adopted. Should the answer be in the negative, the circumstances previous to their being taken ill, both as to temperance and exercise, season and climate, &c. are to be diligently inquired into, and the symptoms about the sick attentively considered, as well as the patient's constitution.

2. To the experienced and discerning practitioner, the state of the countenance exhibits the most certain diagnostic and invariable pathognomonic symptom of the degree of virulence of the infection, which becomes almost hourly more and more obvious; and the more obviously it is diseased, the greater danger the patient is in. There is a *je ne sai quoi* in it, expressing more disease than the patient generally complains of, or can be conveyed in words. To say the countenance is either greatly dejected or depressed, is not enough; much more is discernible to a person who reads it carefully; much more at least is obvious to a person who is well acquainted with febrile infection.

3. Rigours, or chilliness, succeeded by heat, in a less or greater degree, and for a short or longer duration, are generally the harbingers of fever.

4. The head is affected almost invariably with some degree of pain, heaviness, or confusion.

5. Retching, less or more, or sickness at stomach, seldom fails to accompany the chilliness.

6. Universal pains, or as the sick express themselves, *pains all over them, or wandering pains, or pains in all their bones, or in their joints, but especially in the small of their back*, are very early concomitants of febrile infection.

7. Debility and lassitude are less or more complained of from the moment they are first seized.

These are the symptoms chiefly complained of at first by the sick ; and according to their mildness or vehemence, shew the degree of virulence of the infection ; and therefore I term them diagnostic, or pathognomonic. It is true, many other symptoms often accompany fever from its commencement ; but as they are rather exceptions from the primitive symptoms, I omit them here, and beg leave to repeat,

That whenever men on board of a Ship, or in a regiment, or in any society or family, fall down, and complain of being seized with rigours, or chilliness, or alternate chills or heats, head-achs, heaviness or confusion of the head, sickness at stomach, or retching, universal pains, or as the sick express themselves, *pains all over them, or pains in all their bones, or joints, especially in their loins and backs*, and with less or more debility ; and if their countenance is at the same time obviously diseased, whatever the other symptoms accompanying these are, I can, from experience, assure the reader that a most virulent infection is present.

If it is further observed in the course of the fever, that they who attend, or have communication with the sick, are seized with similar symptoms ; and if the sick, after arriving at a convalescent state, are not only very long in recovering perfectly, but are found liable, from the slightest cause, to relapse, they must have very little discernment, who doubt of there being a most virulent infection present.

To this succeeds a synoptical view of the Doctor's own observations made in the course of thirty years practice on Shipboard, from the year 1759, to the year 1789. A series of very judicious remarks on the remote causes of febrile infection ; the general, as well as particular affections attendant on the disease ; a statement of symptoms terminating falsely ; prognostics, &c. After all which is added instructions for the proper mode of treatment and cure.

Sick or well (says the Doctor), our very existence depends on air ; unless, therefore, the greatest attention is paid to it, the most

judicious practice, in other respects, is rendered not only ineffectual, but the health, and even the lives of the medical professors, are greatly endangered. All possible means ought to be constantly used to render it as pure and salutary as the situation and circumstances of the sick will admit. Various are the means which authors have recommended for this purpose, either to be burnt, fumigated, or evaporated, in the chambers or apartments of the sick, in wards of hospitals, and in the sick births on board of Ships; all of which may be more or less useful; but as I have already mentioned them on board of different Ships, I shall refer the reader to the Observations on Jail, Hospital, and Ship Fever.

The sick are to be got up every day, at least once, if possible, and to be kept out of bed as long as prudence will admit, to allow time to air their beds and bedding, either in the sun, or at fires. When they are so weak that they cannot set up, they should be removed either into another bed, or upon a couch of some sort, that their beds and bedding may be aired. I not only have had the beds and bedding aired as often as possible, but I have had two sets of some patients' beds and bedding destroyed before they recovered. Provided proper care is taken in doing it, and when the circumstances of the sick will admit, neither the chambers, the beds and bedding, nor the linen of the sick, can be too often aired or changed.

When the lives of valuable subjects are in danger, expences or trouble bear no competition with the consideration of preserving them.

DESCRIPTION OF PLATE XXXIX.

THE encounter between the Dutch fleet, under the orders of Admiral De Winter, and that of Great Britain, commanded by Adam, now Lord Viscount Duncan, which took place off Camperdown on the eleventh of October, 1797. The particular period which it represents of the action, is about four o'clock in the afternoon, not long before the contest ceased. The flag Ship of Admiral De Winter, which was the last of the enemy that surrendered, is seen nearly in the centre, returning the fire of the Venerable very feebly; while the Hercules, a Dutch Ship of 64 guns, on fire abaft, is drifting across the bows of both those Ships. On the right hand are seen, in the back-ground, some of the enemy's Ships which had then surrendered; and on the left is the Monarch, together with her prize the Jupiter.

The British fleet consisted of sixteen Ships of the line; the enemy's of the same number; the latter were superior in the number of guns, the former in men. Nine Ships of the line and two frigates belonging to the enemy surrendered.



Poetical Poetry.

ELEGY

TO THE MEMORY OF
GEORGE W. A. COURTENAY, ESQ.
 CAPTAIN OF HIS MAJESTY'S SHIP THE BOSTON,
 WHO FELL AT SEA IN AN ENGAGEMENT WITH THE FRENCH SHIP
 AMBUSCADE, AUGUST 1, 1793.

WHEN daring valour meets an early tier,
 Who can refuse the tribute of a tear?
 When gentle virtues grace the young and brave,
 We melt with pity o'er th' untimely grave.
 Midst all the praises honour could attain,
 Courtenay, for you I pour the plaintive strain:
 Too soon, alas! you fell in manhood's bloom,
 And British sailors bend around your tomb;
 With you their ardour fled, their hopes expir'd,
 Your kindness won them, and your courage fir'd*:
 No servile press disgrac'd your gallant crew;
 Freely they came, to fight, to bleed with you:
 Around you throng'd a firm intrepid corps,
 The native guard of Albion's sea-girt shore.

When Rodney's genius forc'd the Gallic line,
 In Vict'ry's van he saw you early shine;
 When haughty France, leagu'd with imperious Spain,
 Struck to his flag, and own'd Britannia's reign,
 He fondly mark'd you with a father's eyes,
 And saw in you his noble spirit rise;
 While Glory's path he pointed to your view,
 That brilliant path you saw himself pursue:
 This proud incentive, to your latest breath,
 Kindled the flame that brightly gleam'd in death.

* "About an hour and a half after the action commenced, a fifteen pound shot from the enemy struck one of the Boatswain's hammock stantions, and broke a piece off; the shot passed through the Marine officer's (Mr. Butler) breast, and the piece of iron stantion struck Captain Courtenay between the shoulders: they both fell at the same instant. At the moment they were struck, they were singing 'Rule Britannia' to the Ship's company. After this fatal accident, it was with much difficulty that they could be kept to their quarters. The first Lieutenant was obliged to come on deck, wounded as he was, and fight the Ship."—*Extract of a Letter from an Officer of the Boston.*

Alas! what words, what numbers can impart,
 A balm to sooth a widow'd mother's heart?
 While dark Despair on her pale cheek appears,
 And grief itself the mem'ry endears:
 No more she hopes, in smiles of welcome drest,
 To clasp a husband to her faithful breast;
 No more, array'd in Beauty's winning charms,
 To speak her joy, and fold him in her arms;
 And bid her anxious throbbing fears to cease,
 Blest in his love and sweet domestic peace.
 Delusive Fancy still the scene pursues,
 Tho' still the scene your piercing grief renews,
 While sad Rememb'rance paints the blissful time,
 When first you met in India's flow'ry clime *;
 When the warm Lover, in the glow of youth,
 Breath'd the soft sigh, and vow'd eternal truth:
 For you his passion still increas'd thro' life—
 The beauteous maid was blended in the wife.
 Ev'n when his orphans meet your fond embrace,
 You see his image in each blooming face.
 How gladsome once on his return you flew,
 To point the semblant feature to his view,
 As round his knees they clung, and sweetly strove
 To lisp their joy in half-form'd words of love!
 They smile, unconscious of the fatal blow,
 Or only weep to see your sorrows flow.
 Your heart-felt complaints a gen'rous Nation hears,
 Adopts your Babes with sympathetic tears:
 Their Father's deeds her Naval Trophies grace,
 And throw a splendour round his infant race;
 With tearful pride in future days they'll tell
 How in his country's cause he greatly fell;
 And pleas'd they'll say, the Bard who chants his praise
 From friendship, kindred, pour'd these plaintive lays.

 A Parent's woe new streams of grief supplies †,
 While hopeless sorrow dims her aching eyes;
 Dear to her soul, she weeps a gallant son,
 Too soon, alas! his course of glory run;

* Captain Courtenay married a daughter of the late General Ogle's, at Madras, in the year 1786.

† Lady Jane Courtenay, sister to the late Earl of Bute.

Those aged orbs her darling view no more,
 And the last charm of ebbing life is o'er :
 His sire rever'd, now sunk to endless rest,
 No longer shares the pangs that rend her breast :
 " O spare her sighs ! " with fault'ring voice he cry'd,
 When gen'rous Love one parting look deny'd *.
 Can melting strains a lenient balm impart,
 To ease the anguish of a bleeding heart ?
 Can flowing verse a poignant grief erase,
 Or chase the gloom that clouds a mother's face ?
 Vainly the Muse her soothing art employs ;
 With flow'rs she only strews our faded joys.
 Tho' your brave Sons expir'd in manhood's bloom,
 In Britain's cause they met an envy'd doom ;
 With pride you saw them emulous of fame,
 To prove their title to a splendid name ;
 That shines, like your's, renown'd thro' many an age,
 Deriving lustre from th' historic page,
 Fair valour's meed your Conway toil'd to gain † ;
 His distant tomb adorns St. Lucia's plain :
 Round their lov'd chief the hardy veterans mourn,
 And scatter laurels o'er his sacred urn.

For you Religion yields consoling peace,
 And points to realms, where all afflictions cease ;
 The good no more at prosperous vice repine,
 And kindred spirits meet in bliss divine :
 There, faith celestial bids her mansion rise,
 And souls immortal claim congenial skies.
 Yet for your latest hope the tear will flow,
 Who fell, when conquest hover'd o'er his prow !
 Dearer each day his social merits rose,
 And spread the charm that sympathy bestows ;

* Alluding to a particular circumstance in which Mr. Courtenay shew'd great fortitude and tenderness at the moment of his death.

† Captain Conway Courtenay, of the fifteenth regiment, served during the whole American war, in the brunt of every action, and distinguished himself by his spirit and abilities. He was esteemed and beloved both by the officers and privates of the corps. He was present at the attack of St. Lucia, and was afterwards sent on a particular service, with a flag of truce to Martinico, by General (now Sir William) Meadows. Captain Courtenay died soon afterwards, on his return to St. Lucia, universally regretted. He had the honour of Sir William Meadows's friendship and esteem—no higher eulogium can be paid him.

For he was vers'd in every pleasing art,
 That native sweetness lends th' untutor'd heart ;
 From him, distress still drew the pitying tear,
 And friendship found him zealous and sincere :
 With innate virtues rich from Nature's mine,
 The vivid stamp confess'd her hand divine.

Oft have I seen the master passion rise,
 Light up his frame, and sparkle in his eyes,
 As round him Honour threw her brightest beam,
 When Albion's triumphs were the glorious theme ;
 Her foes alone provok'd his generous ire,
 Then sudden burst the patriotic fire ;
 Through his bold crew th' electric fervour darts,
 Shoots thro' each breast, and warms their dauntless hearts.
 Firm at his side with ardent hope they glow,
 And safety scorn, when commerce dreads a foe :
 Hence with exulting glance and proud disdain,
 He crowds each sail, and tempts the western main ;
 Heroic skill to Gallia's sons displays,
 Who hail his name, and crown his fall with praise ;
 * Ev'n to the last his gallant band he fires,
 Exults in England's glory, and expires †.

• VARIATION.

For England's glory every danger braves,
 And his last words—" Britannia rules the waves."

† *Extract of a Letter from his Excellency, Mr. Hammond, his Majesty's Minister Plenipotentiary to the United States of America, to C. S. Courtenay, Esq.*

" I cannot content myself with merely transmitting to you an extract of a letter I have received from Mr. Edwards, (first Lieutenant of the Boston) which contains an account of your brother's death, because I conceive it incumbent on me further to add my testimony of the zeal for the service of his country which Captain Courtenay manifested in this last action of his life. Being on the Newfoundland station, and learning that a French frigate (the Ambuscade, of 36 guns) had for some time greatly harrassed the commerce of his Majesty's subjects in those seas, Captain Courtenay immediately determined (though it was not within the strict line of his duty) to proceed to the American coasts, engage the French frigate, and repress her depredations. In the performance of this duty he lost his life: but his exertions, though unsuccessful, have been such, as to merit the gratitude of every British subject interested in the protection of the commerce of his fellow citizens, or the glory of his country. It may perhaps be some consolation to you, Sir, to learn that the ability and gallantry which your late brother displayed during the occasion, have been acknowledged by the enemy."

PHILOSOPHICAL PAPERS,
AND USEFUL NAVAL PROJECTS.

TO THE EDITOR OF THE NAVAL CHRONICLE.

MR. EDITOR,

AS a constant reader of your Naval Chronicle, and an admirer of the plan on which it is conducted, I cannot but express my satisfaction at the sentiments of approbation with which I have heard it spoken of by those whose experienced judgment in matters which relate to naval subjects, invests them with the right of criticising, and the ability to render it of weight and influence with others.

Should the publication of the inclosed scheme for improving the NAVAL SIGNAL BALLS prove beneficial, you will enjoy the satisfaction of aiding the service, added to that of obliging a correspondent.—I remain, &c.

London, July 11.

J. E. C.

IT frequently happens that improvements of use and importance are but carelessly adopted, and soon intirely disregarded, owing to the imperfect state in which the original idea is first introduced into public notice, and afterwards reduced to practice.

The external regularity and good management of our fleets, are strongly connected with the exercise of the present naval signals; they are the only organs by which our most skilful Commanders can communicate to their Ships such movements as the various prevailing circumstances are continually rendering necessary, or advantageous. The national concern therefore evidently attaching to any useful invention of this nature, should act as a powerful stimulus, and a continual incentive, towards carrying it zealously, and as far as possible, effectually into execution.

Much admiration is due to the excellent order and perspicuity displayed in our present code of signals, which does credit to the professional abilities of its authors; yet the recent contrivance of balls, to be used in hazy weather as a substitute for the usual numerary flags, appears to be open to an improvement which will obviate the strongest objection against them—an improvement easy to be adopted by rendering them more portable, and of less weight.

Should this be effected without diminishing their strength, it is probable that they will come into more constant use, and establish a source of communication during that hazy channel weather, which

obscures and renders the colours of our ordinary signals very indistinct, and often unintelligible, at a small distance.

It is with a view to establish this benefit more firmly, that I take the liberty of making public a simple contrivance of this nature, which, as the materials are neither expensive, nor difficult to be procured, will be considered, I presume, at least worthy of the experiment.

In the first place, if these balls are very large, there will be a danger of the hawlyards giving way, owing to their weight, and the increased power of the wind on their surfaces; yet they should be of a size to be sufficiently conspicuous at a distance; and a diameter of about four feet is approved as the most eligible medium.

In pursuance of this, I would provide seven or eight pieces of common thin rattan, each six feet in length, also an iron ring about two inches in diameter, round which seven or eight small rings should be strung, having attached to each a kind of ferrule, or cap, to admit one end of every piece of rattan, whose other ends are to turn in the same manner upon another large ring similar to the first.

But the ferrules should be so fixed to the smaller rings, that when the two large rings are drawn towards each other by means of a line of communication, the rattans may be forced outwards, and gradually swelled into the form of a globe.

The two rings should be crossed each by a little tongue or bar, and the standing part of the communicating-line being fastened to one of them, should lead up through the middle of the machine, over the opposite bar, and return back to its former place; so that by pulling on this leading part, the ball will be formed; and when sufficiently distended, a becket spliced into it should be hooked to a catch made in the bar, which will retain the frame in its spherical position.

In this distended state it should be covered with the lightest kind of canvass, painted black; and when dry, it is ready for use. If not wanted, by relaxing the line of communication, the canes become straightened, and the canvass folds up like the skin of an umbrella. The bars of the rings at each end should be provided with spring hooks or beckets, to bend the hawlyards to.

Five or six of these balls, when in their relaxed state, might be stopped up snugly to the beams under the half deck, in the manner it is usual to do worms and sponges, where they would be at hand on any emergency; and a Quarter Master could carry a couple on deck at a time, and extend them with quickness and ease.

The weight of the balls will be found to be very inconsiderable, especially when compared with those which are constructed according to the common method, by fixing several large wooden hoops together,

in transverse directions, and crossing them in different places with twine. I once had the curiosity to weigh a middling sized ball of this description, and found it to be twenty-two pounds and a half. Now the small weight of cane, added to the very trifling quantity of iron which is required to be used in these (and which in a model I caused to be made, did not weigh above nine ounces avoirdupois), will justify what I advanced concerning their lightness.

A narrow canvass band might be bound round them in a horizontal direction, and would tend very much to their strength, should it be thought necessary; but there is no occasion for this, unless the covering is either old or rotten.

NEW INVENTED DIVING MACHINE.

AN experiment was lately tried at Rouen, upon a new invented Diving Machine, called *Bateau-Poisson*, or Fish-boat. This boat sunk of itself seven or eight times, and then rose of itself. The longest time it remained under water was eight minutes. The descent into the inside of this machine, is by an opening made in the form of a tunnel, which is about a demi-metre above the surface of the water. When those who conducted the experiment wished to descend altogether into the river, and disappear, they let down this opening, sunk entirely under the water, and lost all communication with the external air. The inventors of this ingenious machine are Americans, the principal of whom is called Fulton. Three of them went into the boat and remained during the experiment. The Prefect, and a vast concourse of spectators were present.

THE TRANSIT.

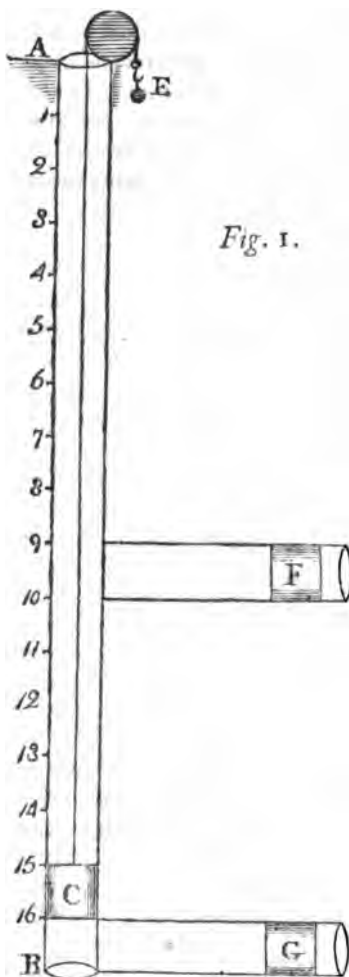
IN page 50, an account was given of the advantages, which, according to the opinion of the ingenious Inventor, this vessel possessed: since then, we have been favoured with his reasons for giving the Transit her peculiar form, which we are happy to state have been verified by the vessel itself.

"A Theory," says Admiral Chapman, in his elaborate Treatise concerning the true Method of finding the proper Area of the Sails for Ships of the Line, "which does not agree with practice, does not deserve the name of a Theory." A charge of this kind Captain Gower appears by no means likely to incur.

Arguments tending to illustrate what ought to be the proper Shape of a Vessel intended to sail with celerity.

TO me (says our author) the grand question appears to be, What shape ought a certain capacity to have, that it may meet with the least resistance in its progress through the water, at a given velocity?

It will be necessary first to prove that the deeper a moving body be immersed in the water, the greater resistance will it meet in proportion to the depth. This I think will appear clear from the following considerations :

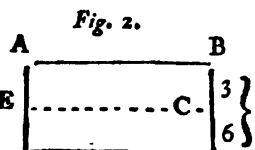


Let A, B, fig. 1, be a tube open at each end, and immersed perpendicular in water, the upper edge A, being on the surface; and let C, be a solid cylindric body, (made nicely to fit the tube, that water may not pass its sides) of equal weight with its bulk of water : to this body let a fine line be attached, to move it upwards, by weights hung on at E. Let us presume the body is immersed in the tube, its bottom being even with the division 16, and that the weight of water contained between each division of the tube is exactly one pound, then the whole weight in the tube, above the bottom of the body, will be 16 pounds; of course, before it can be moved upwards, a weight, or power, of something more than 16 pounds must be applied to the line. However, for the sake of avoiding fractions, we will admit that 16 pounds would be sufficient : then, if the body has moved upwards one division, one pound of water will be delivered at the top of the tube, leaving but 15 pounds weight upon the line : when it has moved upwards another division, 14 pounds only will rest upon the line ; and

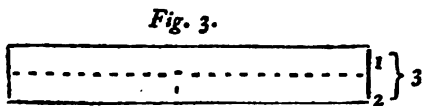
so on, the weight of water to be removed will gradually lessen in proportion as the body rises towards the surface. Again, did the body move horizontally, the weight of water to be removed will still be in proportion to the depth. To explain which, admit that the tubes, F and G, be fixed rectangularly to the perpendicular tube, at the divisions 9 and 16; then, were bodies moved horizontally in these tubes, the weight of water above them, to be removed, would remain the same throughout

their motion; the body in the tube F, would be continually displacing 9 pounds of water, which is proportional to its depth; and the body in the tube G, 16 pounds of water, which also is proportional to its depth. Admitting that the substance of the tubes is suffered to vanish, leaving only the idea of their shape, still the argument will hold good, for the circumambient water will surely perform the duty of the solid tubes, neither admitting the water displaced to go downwards, nor laterally! Evidently then the body in motion, must give motion to a volume of water to the very surface; and as power and resistance are equal, while a body moves uniformly, it follows—that the deeper a moving body be situated, the greater resistance will it meet in proportion to its depth.

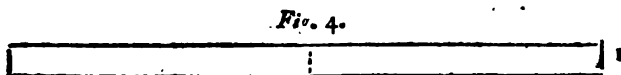
This being admitted, let the certain capacity have, in the first instance, the form of a double cube, as Fig. 2, and let it have nearly the specific gravity of water, so that when immersed, and drawn horizontally, its upper side, A B, may float even with the surface: with a given velocity, admit that the resistance on the upper half of the *front* be considered as three, (then since resistance is in proportion to the depth immersed) that on the lower half will be six, making the total resistance on the *front* equal to nine.



It now remains to give the capacity of Fig. 2. such a shape, that it may meet with less resistance while moving at the same velocity. Suppose that it be cut through the dotted line E C, and that the pieces be placed end to end, forming the shape of Fig. 3; if this be drawn through the water with the same velocity as Fig. 2, then the resistance on its *front* will be but three; one on the upper half,



and two upon the lower. Again: divide Fig. 3. in the direction of the dotted line, and place the pieces end to end, forming the shape Fig. 4; then, with the same velocity, the resistance on its *front* will



be but one; and by thus continuing to spread the capacity lengthwise on the surface of the water, the resistance on the *front* might nearly be done away.

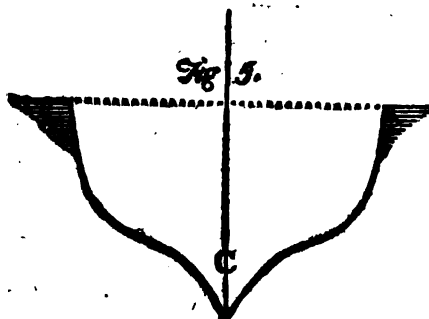
A resistance will also arise from the *adhesion* of the water to the sides of the body, which, with the same velocity, will increase with

the extension of the surface. In the three figures last given, the touching surface is composed of all the sides, except the upper one; and if we admit that Fig. 2. be two cubic feet, then its surface which touches the water, will be 8 feet; Fig. 3. will be 9 feet; and Fig. 4. will be $12\frac{1}{2}$ feet.

Since then the *total* resistance on the body arises from two causes (the most powerful of which is *decreasing* in the rapid ratio of 9, 3, 1; while the other, trifling in itself, particularly if the surface be even and glab, is *increasing* only in the much slower ratio of 8, 9, $12\frac{1}{2}$;) it follows, that however small the original resistance of *adhesion*, and however slow the *increase* of it be from the augmentation of the surface, yet, as the resistance on the *front* decreases, in time their powers must be equal. This period then must limit the extension of the capacity; for was it still continued to be increased, the resistance arising from *adhesion* would preponderate, and consequently the *total* resistance on the body be *increasing*, to the detriment of its velocity.

As velocity does not *increase* proportionally with the *decrease* of resistance, let us examine, by way of removing any false impressions that might arise, what velocity Fig. 4. will move with, if drawn by the same power as Fig. 2. It must be considered that power and resistance are alike, while a body moves uniformly; therefore, (neglecting the resistance arising from adhesion) *one* and *nine* are the powers which maintain these two bodies at the same velocity; *viz.* a velocity of two. Now, were the power *nine* applied to the body, Fig. 4, it would move with a velocity of 6; for the velocity will increase as the square-root of the increased power; and the square-root of the first power, or 1, is to the square-root of the increased power, or 3, as the first velocity, 2, is to the acquired velocity, 6.

Notwithstanding the extension of the capacity of a vessel lengthwise, at the surface of the water, is so material to fast sailing, yet it must not be overdone: it must be kept within such limitations, as shall be consistent with the necessary strength required, and celerity of manœuvring, for vessels will stay and veer slower in proportion to their



considerable stability, as the space C is sufficient to hold the iron

length. I have thought proper to confine the limits within five breadths to one length of the keel, giving the hull a midship frame, resembling Fig. 5, which continues the same full half the length. Such a midship form, continuing so great a part of the length of the vessel, will produce

ballast, which being placed below the principal floating capacity of the vessel, must, in effect, give the same stiffness that would arise from its having a deep iron keel. The depth of the under water shape, C, will naturally cause the vessel to be weatherly, and will prevent her from rolling with violence. To such a midship form is attached a bow, well calculated to divide the water, and prevent the vessel from diving; together with a stern sufficiently fine to admit of quick steering.

FRENCH MARINE.

IT appears sufficiently obvious that the Government of France has lately bestowed much energetic attention to the improvement and encouragement of their Marine. A variety of new regulations have been recently adopted, and the minds, as well as pens, of many ingenious individuals employed to promote the extension of the same grand principle. All these efforts we consider it our duty to lay before the public, in order that our countrymen in general, and our officers as well as seamen in particular, may view those proceedings, which, however ridiculous and futile they may be considered in many instances, have as their avowed object the humiliation of our National bulwark. The First Consul has published a new list of Admirals, Inspectors of Marine, Commissaries, Chiefs of Administration, &c. &c. in the different ports of France*; while the Minister of Marine has

* The Consuls of the Republic, upon the report of the Minister of Marine and of the Colonies, and the Council of State having deliberated on the subject, decree as follows:—

Title I. There shall be maintained for the service of the Navy, the number of 1354 officers, agreeable to the law of the 3d Brumaire, Year 4.

Title II. The number of officers shall be fixed as follows:

8 Vice-Admirals.	180 Captains of Frigates
16 Rear-Admirals.	400 Lieutenants de Vaisseau
150 Captains de Vaisseau, ships of the line	600 Enseignes de Vaisseau.

Promotion shall take place by seniority, or by appointment, in the following proportion:

The superior officers (Admirals) shall be in the choice of the Chief Consul.

The Captains of Ships (of the line) shall be appointed one-fourth by seniority, and three-fourths by the choice of the Chief Consul.

Captains of frigates one-half by seniority, one half by choice.

Lieutenants three-fourths by seniority, one-fourth by choice.

Midshipmen seven-eighths by seniority, one-eighth by choice.

No person can be promoted a step without being two years in the preceding. No Midshipman to be appointed without having been four years in naval employment; or two years entirely active service by sea.

Distinguished actions are not subject to these conditions, &c. &c.

issued regulations respecting the use of the great guns, the exercise of the small arms, and the manœuvres of the fleet.

The following STATE PAPER appeared July 24.

THE CONSULS TO THE MINISTER OF MARINE.

"THE Consuls cannot perceive without concern, Citizen Ministers, that several vessels of the Brest Fleet have been disarmed; and that at a moment in which more than ever it was essential to complete the organization of our Fleet, we have suffered ourselves to be discouraged by the first difficulties which have presented themselves.

"It is at a moment in which the Continental War absorbs the principal resources of the Nation, and the principal attention of Government, that the Ministers of the Marine, the Admirals, and the Administrators, ought to redouble their courage and to surmount every obstacle.

"Cause an inquiry to be made into the conduct of those administrators, or officers, who have ordered the disarming of the four vessels which have quitted the road, and gone into the harbour, and of those who would have authorised the dismissal of the sailors. Such operations could not be legal without the special order of Government.

"Take measures that Sailors may be raised at the same time on all our Coasts, and that also our Ships may be equipped, and stored with every thing necessary for their navigation. The French people wish for a marine. It eagerly wishes for it. It will make all the necessary sacrifices, that its wish may be gratified.

"Keep a just, but strict, eye upon all our officers, and upon the different branches of the Administration. It is time that dilapidations should be put an end to. Dismiss those persons who have long been too clearly pointed out by public opinion, as participating in fraudulent transactions. Since the law cannot reach them, let us deprive them at least of the power of doing injury. In the course of Fructidor, if circumstances permit it, the First Consul will go to visit the Fleet at Brest.

"Rewards shall be adjudged to the Ship which shall be best conducted, and the crew of which shall be best disciplined.

"Order the Commander of the Squadron at Brest, as well as all the other Commanders and Captains of Ships, to remain constantly on board, to sleep in their vessels, and to exercise their crews with increased activity. Establish prizes for the young Seamen who shall most distinguish themselves by their exertions, and for the Gunners who shall fire most correctly. Let not a day pass without their exercising themselves at firing at marks on the coast and in the open sea,

(Signed)

"BONAPARTE, First Consul.

"H. B. MARET, Secretary of State."

IN consequence of the preceding State Paper the following ORDERS of the MINISTER of MARINE were issued:—

OF THE EXERCISE OF MUSQUETRY.

1. THE exercise of musquetry shall take place three times each decade on board all the vessels of the Republic, both by the soldiers and the sailors
2. All those who are sufficiently instructed in the exercise of arms shall be allowed to fire at a target. This shall be always done on board; and if the position of the vessel will not permit it, the officer commanding in the road shall point out another vessel for that purpose.
3. A double ration shall be given to all those who shall hit the mark.

THE EXERCISE OF THE CANNON.

1. The exercise shall be divided into the great and small exercise.
2. The small exercise shall take place six times every decade on board of each vessel; it shall be performed by the whole crew upon four guns of every calibre.
3. The grand exercise shall take place three times every decade. It shall be general, and every man shall occupy his post, as if in action.
4. Besides the great and small exercise, they shall exercise firing under sail, in squadrons and divisions.
5. A strong corvette shall be ordered to manœuvre in the road, so that they may fire at greater or less distances.
6. This exercise is to take place every day in the morning and evening. The commander in the roads will point out the vessels which are to furnish detachments proportionable to the number of their crews.
7. Once every decade during the summer, and once a month during the winter, there shall be in the corvette of instruction an extraordinary exercise.
8. Every vessel in the road shall send on board the corvette the number of men sufficient to manœuvre a cannon.
9. When the exercise is over, two prizes shall be given to the two who shall fire best.
10. The first prize is to be ten francs, and the second five. They are to be decreed by a chief officer, appointed by the commanding officer of the road.
11. The vessel to whom the best cannoner shall belong shall be decorated with flags the whole day.

MANŒUVRING EXERCISE.

1. There shall be performed in every vessel every day the manœuvres necessary in time of action.
2. The commander of the road shall direct the manœuvres which are to be made.
3. The commanding officer shall, by a signal, point out the vessel which shall manœuvre best, which vessel shall have the signal flag flying all day at the mast head.
4. The captain of that vessel shall cause to be given to the twenty men who performed the best a double ration.
5. The commander of the road shall, the ensuing day, publish in general orders the names of the vessels, according to the degree of skill with which they shall have manœuvred.

EXERCISE OF SWIMMING.

1. The commander of the road shall give orders for the exercise of swimming, and similar orders shall be given by the Maritime Prefect.
2. This exercise shall take place when circumstances shall permit it; and precautions shall be taken for the safety of the swimmers.
3. During the summer months there shall be a general exercise of swimming, and prizes shall be distributed.
4. Whoever shall swim farthest in a given time, shall receive 10 livres.
5. The same prize shall be given to the man who dives best, and sends a plank to a part of a vessel under water.
6. A chief officer shall have the distribution of the prizes.
7. The cabin-boys shall be exercised every day.

(Signed)

FORFAIT, Minister of Marine.

FRENCH NAVAL TACTICS.

A STIMULATION of spirit among the people in France to a new organization of their Marine, to attain which ends, the most vigorous and energetic measures are resorted to by the Consulate, appears to engage the pens of individuals. These, however, are probably in the pay of government, as they have chosen the official paper, (the *Moniteur*), in that country, for a discussion on the subject. The first Essay, the writer of which flatters himself that he has discovered—"What is the cause of the Naval superiority of the English over the French," is here presented:

ESSAY I.

REDUCING the possible Causes of this Excellence to Three, he considers that in the two first of them, the superior architecture of the ships and the superior theoretic skill of the officers, the advantage is on the side of the French. In the third, the direction of the artillery on board ship, he considers the whole superiority of the British Navy to consist.

"The French," he observes, "direct their guns at the rigging, which is above all the body of the vessel. Three-fourths of the space thus aimed at, form a void, so that three-fourths of the balls thus fired lose themselves in the air. From the uncertain elevation which is given to the guns when they are directed against the rigging, the balls which strike the masts, must necessarily strike them one above the other; and experience proves, that fifty strokes of this kind against a mast do not break it, for though they may make the mast useless for the future, they do not dismast the vessel during the combat.—The Yards are still less exposed than the masts on account of the oblique manner in which they present themselves to the enemy. The damage done to the cordage is not difficult to be repaired, especially as the enemy must commonly be in a line from which they cannot depart, in order to profit of this momentary advantage. Notwithstanding the great number of balls which pass through the sails, they generally serve till the end of the engagement.

"Thus it appears, from the effect of directing the cannon in this manner, that it cannot secure the dismasting of the vessels, and that the damage which it does to the yards, the cordage, and the sails, is not of great consequence. And thus also it is evident, that when the guns are pointed principally against the rigging, the hull of the Ship cannot be struck, the guns cannot be dismounted, nor any considerable number of men killed or wounded: from which it follows, that the crew of the enemy being so little injured, his valour, his force, and consequently the briskness of his fire, cannot be much enfeebled.

"The English direct their shot always against the hull of the vessel. It is thus that they succeed in striking between wind and water, in dismounting guns, and in killing such a number of the crew. In the first case they force their enemy to take away a number of men from the management of the guns for the service of the pumps, and nothing is so fatiguing or dispiriting as this. When a fear of sinking is induced, men are not much disposed to contend for victory. The dismounted guns cannot then be replaced. The carnage which is produced among the crew diminishes its number, and spreads terror and alarm among the survivors to such a degree, that their courage, their force, and consequently the briskness of their fire, must abate.

“ When the cannon are directed against the hull of the vessels, the balls which pass above must pass almost at the same height, so that those which strike the masts hit them nearly at the same point, and it is this which injures the mast precisely in the manner which can bring it by the board.

“ It appears to follow, from the above reasonings, that the manner in which the English direct their guns must produce a much greater effect than that employed by the French, and that the superiority of the English Marine in battle consists in the better employment of its artillery, that is to say, in the better directing of it. The facts which have taken place in the principal combats of this war support these reasonings. On the 1st of June, 1794, the English had two vessels dismasted, the French had eleven. In the battle of the Nile the former had one, the latter had six. The English dismasted vessels were those which lost the greatest number of men.—Other similar facts might be added, but they are so well known that it is unnecessary to enter into so wide details.

“ In order to make the truth of the preceding reasonings, and the utility of their application more full, let us examine into the conduct of the English Admirals in battle, with a view of seeing whether they have sought by fineness of manœuvring, the advantages of position, &c. or if they have depended upon the manner of directing their artillery. On the 1st of June, 1794, Admiral Howe, being to windward of the French, who expected him, made the signal to his fleet, that each ship should manœuvre in such a manner as to attack his adversary in the enemy's line. Thinking himself secure of victory, he only added to this signal another, which instructed them to get to leeward of the French, with a view of rendering their retreat, after defeat, more difficult. Admiral Duncan, in the battle of the Texel, acted precisely in the same manner with Howe, believing himself, like him, sure of success, he passed to leeward of the Dutch, in order to prevent them, after the battle, from retreating into their ports, which were to leeward. When the advantage of the wind is in possession, as in the two preceding cases, and when, instead of profiting of the advantage which this position affords, it is only sought to oppose ship to ship, it is to be presumed that great confidence is placed in the manner of directing the guns.

“ Admiral Nelson did not attack the whole French line—but why did he not do it? It was because his enemy being at anchor, allowed him to employ all his vessels against a part of theirs, and because the French rear-guard, from its position and the state of the wind, could only be a spectator of the destruction of the advanced guard and of the centre.

"The conduct of Admiral Rodney on the 12th of April, 1782, and of Howe on the 29th of May, 1794, may be opposed to the ordinary tactics of the English; but it ought to be examined why they acted in this manner. On the 12th of April, 1782, the French had the advantage of the wind, and sailing better than the English, could keep themselves at a distance, which was not consistent with the English tactics, Rodney found himself obliged to break their line, in order to fight them nearer. The conduct of the French enabled him to succeed. On the 29th of May, 1794, the French had also the advantage of the wind over the English, and as they did not shew themselves disposed to come sufficiently near, to engage in a decisive affair, Admiral Howe, in order to force them to it, endeavoured to break their line. This manœuvre did not succeed. It is known in what confusion his fleet then was, and what the French Admiral had in his power to do. It may be supposed, from the conduct of the French in the battle, that their intention was only to get clear of the English vessels, so as to avoid a decisive affair, and they have so much this habit, that in the battle of the Nile, in which almost all the vessels were at anchor, they nearly gained it. The headmost vessel of the English line, to which a French vessel surrendered, and which, on the following morning, set sail to prevent the flight of the two French ships and of the two frigates which escaped, and whose fire she received in passing, had only one man killed and a few wounded.—The second vessel a-head of the English line had only two men killed, though a French vessel surrendered to her alone. Other similar examples might be adduced.

"To convince one's self of the superior utility of killing as many as possible of the enemy, rather than of injuring their Ships, it is only necessary to read the official account of the English Captains who have been taken, to shew that it is always the greatest loss of men which has forced them to surrender. If the superiority of the English Marine does not depend on the manner of their directing their artillery, upon what does it depend? Why are the continual defeats which their enemies experience never interrupted by the chances of war? The French have reduced naval tactics to a system. The English never study it; they have not even a school for the Marine. The facility with which they triumph over their enemies, has made them neglect the study of a theory surely necessary for the perfect knowledge of the practice which it teaches.

"It may be said; perhaps, that the English vessels are manned with better sailors, and a greater number of them, than the French—but, in a battle, there is only a certain number chosen to perform the manœuvres, the remainder attend to the guns, and a sailor is not better for this, than another man. The French have cannoners;—the

English have none. Are the English sailors more brave than the French? They should be, if bravery consists in a great measure in the confidence which one has in the means of displaying it, and in the smallness of the danger which a person believes that he runs. The habit of conquering also makes them engage in battle with an enthusiasm and courage, which men accustomed to defeats and severe losses cannot have. Do the English soldiers resemble their sailors?—No; the French troops are to them, in this respect, what the English sailors are to the French sailors, and for the same reasons.

“ It appears, from these new observations, that the superiority of the English Marine consists in the manner of their directing their guns, and that the excellence of its officers and sailors in the day of battle, is only the natural consequence of this.

“ If its own means of victory were employed against this Marine, it would not long continue to be the principal support of a Government which is the greatest obstacle to the Triumph of the Cause of Liberty.”

ESSAY II.

In answer to the preceding, by a French Author.

“ TO THE EDITOR OF THE MONITEUR,

“ IN conformity with your invitation, I intreat you to have the goodness to insert the following reply to the memoir upon the Marine which lately appeared in your Journal.

“ The English Marine was defeated by the French Marine under Louis the XIV. It has been defeated in our times by Suffrein, and De Estaing—since the Revolution, by Richery, Lejoaille, Richer, and Siric.

“ The Author of the Memoir has forgotten to mention among the qualities necessary to form a good Marine, 1st. Presence of mind, for improving every favourable circumstance, and remedying any unfavourable one, in the officer who commands. 2d. Practice in those who execute orders. 3dly, and lastly, The military spirit in both, without which all other qualities become of no use.

“ The French vessels are better than the English; but every Captain in England, along with his crew, sees to the fitting out, the rigging, and the stowing of his Ship. This is not the case in France.

“ Though the best books on tactics have been written by officers of the French Marine, it does not follow that the acting Naval officers are the best tacticians. Unfortunately those who have practice, are unacquainted with theory; and those who are acquainted with theory, have not hitherto attained practice. This remark applies to all, from commanders in chief to the lowest who aspire to this dignity, but there must be excepted from it, a small number of officers of merit,

in different ranks, who could form an excellent squadron, were they to employ themselves in sea affairs.

"The French sailors are composed of conscripts and requisitionaries, who are novices in the art of sailing. The largest number and the best part of the old French sailors, disgusted with the little attention paid to the Marine, and the kind of contempt in which it has been hitherto held, have passed into foreign service, and are universally much esteemed wherever they are employed. And in opposition to the opinion of the author of the Memoir, I am persuaded that the skill of private individuals has great influence on the success of a Naval engagement, though less than on that of a land action.

"The success of a sea-fight depends on the talent of the commander in chief, for making arrangements; on that of the Captains for executing orders, and supplying, by their own intelligence, what is wanting in them; and on that of the crew for managing and manœuvring the vessel, and directing the artillery.

"There is no order in the Marine for directing the fire rather in one way than another. The exercise teaches to fire a-head, in stern or in broadside, to dismast, at the hull or at the rigging, and to sink. In an engagement the guns are pointed in one or other of these manners, according to circumstances.

"There is no instance, as has been alledged by the author of the memoir, of a mast having received fifty shots without falling. A single shot is sufficient for the purpose.

"I shall now explain why so few cannon shots have effect at sea.

"In the month of Frimaire, year 7th, the small division armed at Toulon to carry ammunition to Bonaparte, was lying in the Road when orders were received from the Minister to prove the powder of a magazine. The commander of that division, Citizen Hubert, having at that time observed the bad quality of the powder of his division, demanded that it should be proved. I assisted at that proof, and the most favourable trials did not carry the balls so as to have effect above seventy-five toises, whereas they ought to have been carried one hundred and fifteen toises. But a Commissary of Marine was employed to receive the powder, and a contractor had manufactured it.

"The powder of our division was the same with that of the fleet of Aboukir. Thus you perceive that it is not necessary to suppose a defect in the manner of pointing the cannon at sea. The balls of the enemy strike on board; ours fall half way.

"The English have no Maritime Prefects, nor Superintendants, nor even Commissaries.

"They have no Marine Artillery-men, because their sailors know the management of the guns, and if they did not recruit by pressing,

they would have no naval troops. The commanders take care of the arming of their fleets and Ships; and except the Treasurer, they have no administration either at sea or in port. They have not attained the highest point of perfection, but at least they have not sacrificed the leading, to secondary points. They have thought, with reason, that he whose head is responsible for the success of an operation, ought alone to be trusted with the choice of the materials, and the execution of the movements which are to conduce to that success.

"Though these Reflections are rather long, they are necessary to reply to the Memoir which you have inserted; and though you do not know me, I hope the subject is interesting enough to procure them a speedy insertion.—Health and respect,

"RIVORE, a Sailor."

MR. EDITOR,

UNDER the head of "American Marine," in the "Monthly Register of Naval Events," page 76, there is an error in the calculation. The statement is as follows:—

	Doll.	Cts.
Amount of labour, materials, freight, and fixtures, } of the frigate Constitution - - - - -	207075	26
Ditto of the United States - - - - -	178460	07
Ditto of the Constellation - - - - -	221513	85

Total amount of the three frigates 607049 18

You say, "being for the three frigates about 67000l." Now, Sir, you will find it to be for the three frigates, nearer 136586l. 1s. 3½d. sterling, than 67000l.—viz.

	Doll.	Cts.	£.	s.	d.
Constitution - - - - -	207075	26	46591	18	8
United States - - - - -	178460	07	40153	10	3½
Constellation - - - - -	221513	85	49840	12	4
Dollars	607049	18	136586	1	3½

100

I do not know where you had the statement of the amount of cost of each Ship individually; it may be correct for any thing I know to the contrary. It is to be observed, however, that the three Ships carry 124 guns; they consequently cost the United States above 1100l. sterling per gun. I conceive they must have cost a great deal more, when I consider that many of their materials are imported from Europe, viz. sheathing copper, canvass, spikes, bolts, cordage, &c. together with the high price of labour. They manufacture cordage in America, and canvass; but they at present give the preference to English manufacture.—From these conjectures I think they cannot cost the United States less than 1200l. per gun, and then be at least 20 per cent. worse than English Ships, when unseasoned timber, &c. &c. is considered.—Yours,

August 25, 1800.

W. H.

Gazette Letters.

ADMIRALTY-OFFICE, JULY 22.

Copy of a Letter from Admiral Sir Hyde Parker, Commander in Chief of His Majesty's Ships and Vessels at Jamaica, to Evan Nepean, Esq. dated on board the Queen, in Port-Royal Harbour, the 18th of May.

SIR,

I HAVE the honour to transmit you copies of two letters, one from Captain Baker, of his Majesty's sloop Calypso, and the other from Capt. Loring, of the Lark, which, in justice to the gallantry and good conduct of the officers and boats' crews therein mentioned, I am to request you will be pleased to lay before my Lords Commissioners of the Admiralty.

I am, Sir, &c.

H. PARKER.

SIR,

Calypso, Port Royal, April 21.

I have the honour to inform you, that on the 12th inst. at night, Cape Tiberon bearing S. by E. distance four or five leagues, I dispatched Mr. William Buckley, Master of his Majesty's sloop under my command, in a six-oared cutter, with ten men, properly armed and provided, and a swivel in her bow, to cruise for two days under the Cape, with a view to intercept some of the small craft, which navigate in general within a mile of the shore.

In pursuance of this intention, on the 13th, at eleven P. M. they perceived a schooner becalmed under the land, and pulled immediately towards her; as the boat approached within hail she was desired to keep off, and upon their not complying a discharge of musquetry commenced upon them, under which they boarded, and after a short, but very smart conflict upon the schooner's deck, the gallantry of the attempt was rewarded, by gaining complete possession of her. She proved to be La Diligente French Armed Schooner, of about 70 tons, mounting six carriage guns, 30 stand of arms, and laden with coffee, having on board, when she was captured, 39 men.

Of the boat's crew, one man only was wounded, and seven dangerously on the side of the enemy.

The great disparity of numbers and force in this little enterprise places the very spirited conduct of Mr. Buckley in so strong a light, that it has left me nothing to say, but to express my hope, Sir, that it will recommend him to your notice. I feel much pleasure in adding, that by his report he was most gallantly seconded by the few brave men under his orders.

I have the honour to be, Sir, &c.

J. BAKER.

Admiral Sir Hyde Parker, Knt. &c.

SIR,

His Majesty's Sloop Lark, off St. Jago de Cuba, March 20.

On the 14th instant, observing a privateer in shore, I sent the boats, under the command of Lieutenant Lane, to bring her out. The enemy had taken an advantageous position of two heights forming the entrance of the bay, where the schooner was lying, and notwithstanding the gallant attack of Lieut. Lane and his people, the boats were repulsed and returned, he himself being shot through the heart. The service in him has lost a brave and good officer.

Mr. Pasley, the Junior Lieutenant, was landed with a party of men in a bay, at 10 miles distance, to march round and attack the enemy in the rear, whilst I went myself in the boats to repeat the attack in their front. On my arrival, Mr. Pasley had executed his orders with such expedition and judgment, that he left me no other employment than that of being a satisfied spectator to the steady and good conduct of himself and his people. The vessel mounts two carriage guns, a great quantity of small arms, and is one of those which has so long infested the coast of Jamaica. I have destroyed her, that she may not again fall into the hands of the enemy.

I have the honour to be, Sir, &c.

Admiral Sir Hyde Parker, Knt.

J. W. LORING.

[Then follows a list of vessels taken and destroyed between March 9th and 20th, by Capt. Loring, being six in number.]

ADMIRALTY-OFFICE, JULY 22.

Copy of another Letter from Admiral Sir Hyde Parker, to Evan Nepean, Esq., dated May 20.

SIR,

I have the honour to transmit you herewith, for the information of the Lords Commissioners of the Admiralty, an account of armed and other vessels that have been captured, sunk, or destroyed by his Majesty's ships and vessels under my command, since the last return by the Greyhound.

I have the honour to be, Sir, &c.

H. PARKER.

[Here follows a list of the vessels captured, detained, or destroyed by the squadron under the command of Sir Hyde Parker, since Feb. 28, 1800, being 113 in number.]

ADMIRALTY-OFFICE, JULY 22.

Copy of a Letter from Admiral the Earl of St. Vincent, K. B. to Mr. Nepean, dated on board the Ville de Paris, at Sea, 14th July.

SIR,

I herewith transmit, for the information of the Lords Commissioners of the Admiralty, a letter, with its several inclosures, which I have received from Rear Admiral Sir John Borlase Warren, giving an account of an attack made by the boats of his Majesty's ships under his orders on a convoy, near the island of Noirmoutier, of which I highly approve, and of the spirited conduct shewn on the whole occasion.—I am, Sir, &c.

ST. VINCENT.

MY LORD,

Renown, Bourneuf-Bay, July 2.

I beg leave to inform your Lordship, that, having received information that a ship of war, with a large convoy of the enemy, were lying within the island of Noirmoutier, which had assembled there from Sable D'Olonne destined for Brest, I judged the destruction thereof might be of great consequence to his Majesty's service: I anchored therefore with his Majesty's ships named in the margin, * on the 1st inst. in the bay of Bourneuf, and directed the boats of the squadron to follow Capt. Martin's orders for their further proceedings; and I take the liberty of referring your Lordship to the inclosed letter for a particular account of the transactions on the 1st and 2d inst.

Although owing to an accident a part of the men have been made prisoners, and four wounded in their retreat upon this occasion; yet, from the loss the enemy has sustained, I hope the enterprise will meet your Lordship's approbation, as well as the gallantry and presence of mind displayed by Lieut. Burke upon the above critical service, with the zeal and bravery of the several officers and men employed under him, and I trust will recommend them to your Lordship's notice and protection.—I have the honour to remain, &c.

J. B. WARREN.

SIR,

Fisgard, at Anchor, in Bourneuf-Bay, July 2.

I beg to inform you, the boats of the ships named in the margin,* were formed into three divisions yesterday evening, under the directions of Lieut. Burke, to attack the armed vessels and convoy lying within the Sands, in Bourneuf-Bay, moored in a strong position of defence, and under the protection of six heavy batteries at the South east part of Noirmoutier, besides flanking guns on every projecting point. At twelve o'clock, after much resistance and considerable loss on the part of the enemy, we had possession of La Terce, four armed vessels, and 15 sail of Merchantmen, the whole of which were burnt on finding it impossible to bring them out; and this essential service would have

* Renown, Fisgard, and Defence.

been accomplished in the most satisfactory manner, if the boats in returning, could have found a passage over the Sand Banks; but unfortunately they took the ground, and in less than ten minutes were perfectly dry, at the same time exposed to a continual fire from the forts, and 400 French soldiers formed in the rear: but in opposition to this they determined to attack other vessels of the enemy, and secure one sufficiently large to receive all the party, which they did; and with great intrepidity, exertion, and strength, drew her upwards of two miles over the sands, until they were up to their necks in water before she would float; but I am sorry to add, that four officers and 88 of the valuable men employed in this glorious enterprise are prisoners, though from every report there are only a few wounded.

I sincerely congratulate you on having succeeded with so little loss in this important service, all the vessels being laden with corn and valuable cargoes, much wanted for the fleets in Brest; and I am sure you will be highly gratified with the gallantry and uncommon perseverance manifested by the officers and men upon this occasion.—I have the honour to be, &c.

T. B. MARTIN.

A List of Vessels taken and burnt by the Fleets of his Majesty's Ships Renown, Flagard, and Defence, the 2d of July, 1800, with the number of Officers and men employed on that service under the orders of Captain Martin.

Armed Vessels.

Ship La Terese, 20 guns; a lugger of 12 guns; two schooner gun boats of six guns each; one cutter of six guns.—Total, 50 guns.

Merchant Vessels.

Fifteen sail, all laden (as well as the armed vessels) with flour, corn, provisions, bale goods, and ship timber, for the fleet at Brest.

Number of Men employed.

Renown.—Three officers, four petty officers, 37 seamen, and 20 marines.

Flagard.—Two officers, two petty officers, 31 seamen, and 13 marines.

Defence.—Two officers, five petty officers, 45 seamen, and 28 marines.

Total.—Seven officers, 11 petty officers, 113 seamen, and 61 marines.

Number of Men who forced a Retreat.

Renown—28. *Flagard*—46. *Defence*—26. *Total*—100.

Number of Men taken Prisoners.

Renown.—One officer, one petty officer, 21 seamen, and 13 marines.—*Total*, 36.

Flagard.—Two seamen.—*Total*, 2.

Defence.—Three petty officers, 30 seamen, and 21 marines.—*Total*, 54.

Total.—One officer, four petty officers, 53 seamen, and 34 marines.

Officers names employed.

Renown.—Lieutenants Burke, Thompson, and Ballinghall, marines (wounded and prisoners.)

Flagard.—Lieutenants Dean and Gerrard, marines.

Defence.—Lieutenants Garrett and Hutton, marines.

T. B. MARTIN.

ADMIRALTY-OFFICE, JULY 26.

Copy of a Letter from Vice-Admiral Lord Keith, Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated on board the Minotaur, at Sea, the 24th of June.

SIR,

I have the honour of inclosing, for their Lordship's information, a list of vessels captured by his Majesty's ships employed under my command, between the 1st of April and the 14th of June, except those of which returns have already been transmitted.—I have the honour to be, Sir, &c.

KEITH.

[Here follows a list of the vessels captured by the ships under the command of Lord Keith, from the 1st of April to the 14th of June, being 96 in number.]

ADMIRALTY-OFFICE, AUG. 2.

Copy of a Letter from Captain Cockburn, of his Majesty's Ship La Minerva, dated in the Tagus, the 29th of June, to Evan Nepean, Esq.

I have the honour to enclose, for their Lordships' information, the copy of a letter I have received from Capt. Middleton, of the Flora, and which I have this day transmitted to Lord Keith.—I have the honour to be, Sir, &c.

G. COCKBURN.

SIR,

His Majesty's Ship Flora, at Sea, June 23.

I have the pleasure to inform you, that last night I fell in with and captured the Spanish ship packet Cortes, belonging to the King of Spain, commanded by Don Joseph Suaros Quiros, pierced for 14 guns, with only four mounted, and 44 men, is copper-bottomed, from Rio de la Plata 98 days, bound to Corunna, with a cargo of cocoa, hides, tallow, &c. and some specie: she threw her mail overboard upon our hailing her.

She is of such value that I thought it necessary to see her safe off the bar of Lisbon, but will lose no time in putting your farther orders in execution.

I have the honour to be, Sir, &c.

George Cockburn, Esq. Captain of his Majesty's
Ship La Minerva.

ROB. MIDDLETON.

ADMIRALTY-OFFICE, AUG. 2.

Copy of a Letter from Mr. Joshua Hocquard, Commander of the Hazard Private Ship of War, to Evan Nepean, Esq. dated at Jersey the 17th of July.

SIR,

I beg leave to acquaint you, for the information of my Lords Commissioners of the Admiralty, that on my return from a cruise in the cutter Hazard, private letter of Marque, from Jersey, under my command, on the 4th inst. at half past three A. M. the Westwardmost point of Guernsey bearing S. E. by E. four or five miles, we fell in with, and after a chase of an hour, captured the Ajax French lugger privateer from St. Maloes, mounting four carriage brass guns, and 23 men; sailed the night before from Bocha, and had not taken any thing.—I have the honour to be, Sir, &c.

JOS. HOCQUARD.

ADMIRALTY-OFFICE, AUG. 2.

Copy of a Letter from Capt. Ferris, of his Majesty's Ship Ruby, to Evan Nepean, Esq. dated off the Start, July 30.

SIR,

I beg leave to acquaint you, for the information of their Lordships, that being on my passage from St. Helena to England, at five A. M. on Sunday the 13th inst. in latitude 45 deg. N. and longitude 29 deg. W. I observed a strange sail to windward, which, by her motions, appeared to be an enemy's cruiser; I therefore thought it right to make all possible sail to reconnoitre her.

Night coming on before I could well discover what she was, I shortened sail for the convoy; and at day light, in the morning of the 14th (it having been calm during the greatest part of the night) I saw the same ship about three miles a-head, who, upon my making sail in chase, and firing several shot, showed national colours.

Light winds having prevailed during the whole of the day, she was enabled, by her sweeps, to keep just without gun-shot; but towards evening a breeze springing up in our favour, I gained on her fast, and at one A. M. on Tuesday the 15th, took possession of her.

She proves to be La Fortune privateer, of Bourdeaux, a very fine ship, mounting 16 eight pounders, four long twelves, and two thirty-six pound carronades, all brass; her complement 202 men; but had on board, when taken, only 188, the rest having been sent on board the Fame brig from Sierra Leone, bound to London, the only capture she had made in a cruise of one month from Bourdeaux.

I beg leave to add, that she appears to me to be a ship well calculated for his Majesty's service, being remarkably strong built, coppered, and copper-fastened, and a very excellent sailer: the present is only the second cruise since she was built.—I am, &c.

SOL. FERRIS.

ADMIRALTY-OFFICE, AUG. 9.

Copy of a Letter from Earl St. Vincent, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated on board his Majesty's Ship Royal George, at Sea, the 4th inst.

SIR,

I did not think the enterprise of Sir Edward Hamilton or of Capt. Campbell could have been rivalled, until I read the enclosed letter from Sir Edward Pellew, relating the desperate service performed by Acting-Lieut. Coghlan, of the Viper cutter, on the 29th July, which has filled me with pride and admiration; and, although the circumstance of his not having completed his time in his Majesty's Navy operates at present against his receiving the reward he is most ambitious of obtaining, I am persuaded the Lords Commissioners of the Admiralty will do all in their power to console him under his severe wound, and grant him promotion the moment he is in capacity to receive it.

I am, Sir, &c.

ST. VINCENT.

MY LORD,

Impetueux, Palais Road, 1st Aug.

I have true pleasure in stating to your Lordship the good conduct of Lieut. Jeremiah Coghlan, to whom, for former gallant behaviour, you had given an acting commission to command the Viper cutter, from this ship.

This gallant young man, when watching Port Louis, thought he could succeed in boarding some of the cutters or gun-vessels which have been moving about the entrance of that harbour, and for this purpose he entreated a ten-oared cutter from me, with 12 volunteers; and on Tuesday night the 29th inst. he took this boat, with Mr. Silas H. Paddon, Midshipman, and six of his men, making, with himself, 20, and accompanied by his own boat and one from the Amethyst, he determined upon boarding a gun-brig, mounting three long 24 pounders and four six-pounders, full of men, moored with springs on her cables, in a naval port of difficult access, within pistol-shot of three batteries, surrounded by several armed craft, and not a mile from a seventy four and two frigates, bearing an admiral's flag. Undismayed by such formidable appearances, the early discovery of his approach (for they were at quarters), and the lost aid of the two other boats, he bravely determined to attack alone, and boarded her on the quarter; but unhappily, in the dark, jumping into a trawl-net, hung up to dry, he was pierced through the thigh by a pike, and several of his men hurt, and all knocked back into the boat.

Unchecked in ardour, they hauled the boat further a-head, and again boarded, and maintained against 87 men, 16 of whom were soldiers, an obstinate conflict, killing six and wounding twenty, among whom was every officer belonging to her. His own loss, one killed and eight wounded; himself in two places; Mr. Paddon in six. I feel particularly happy in the expected safety of all the wounded. He speaks in the highest terms of Mr. Paddon, and the whole of his party, many of whom were knocked overboard, and twice beat into the boat, but returned to the charge with unabated courage. I trust I shall stand excused by your Lordship for so minute a description, produced by my admiration of that courage which, hand to hand, gave victory to a handful of brave fellows over four times their number; and of that skill which formed, conducted, and effected so daring an enterprise.

Le Cerbère, commanded by Lieutenant de Vaisseau, and towed out under a very heavy fire, is given up as a prize by the squadron, to mark their admiration, and will not, I know, be the only reward of such bravery; they will receive that protection your Lordship so liberally accords to all the young men in the service who happily distinguish themselves under your command.

I enclose Lieut. Coghlan's letter, and have the honour, &c.

(Signed)

EDWARD PELLEW.

Admiral the Earl St. Vincent, K. B. &c.

Vol. IV.

X

His Majesty's Cutter Viper, Tuesday Morning, Eight o'Clock.

DEAR SIR,

I have succeeded in bringing out the gun-brig *Le Cerbere*, of three guns (24-pounders) and four six-pounders, and 87 men, commanded by a Lieutenant de Vaisseau. Pray forgive me when I say from under the batteries of Port Louis, and after a most desperate resistance being made, first by her, and afterwards by the batteries at both sides, and a fire from some small vessels which lay round her; but nothing that I could expect from a vessel lying in that inactive situation, was equal to the few brave men belonging to your ship, whom I so justly confided in, assisted by six men from the cutter, and Mr. Paddon, Midshipman; who, I am sorry to say, was wounded in several places, though I hope not mortally. I am sorry to state the loss of one man belonging to the cutter, who was shot through the head, and four of your brave men, with myself, wounded in different parts of the body; the principal one I received was with a pike, which penetrated my left thigh. Mr. Patteshall, in the cutter's small boat, assisted with two midshipmen from the *Amethyst* in one of their boats. The loss of the enemy is not yet ascertained, owing to the confusion.

I remain, &c.

J. COOHLAN.

N. B. There are five killed, and six wounded; some very badly.

A Return of Killed and Wounded in a Ten-sailed Cutter belonging to his Majesty's Ship Impetueux, under the Command of Lieut. Jeremiah Coghlan, on the night of the 29th July, in boarding the National gun-brig Le Cerbere, commanded by Lieut. de Vaisseau Ménége.

Viper Cutter.—One seaman killed; Lieut. Jeremiah Coghlan, Mr. Silas H. Paddon, Midshipman, two seamen wounded.

Impetueux.—Four seamen wounded.

Total.—One killed, eight wounded.

ADMIRALTY-OFFICE, AUG 16.

Copy of a Letter from the Earl of St. Vincent, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated on board his Majesty's Ship Royal George, at Sea, the 28th instant.

SIR,

I enclose, for the information of the Lords Commissioners of the Admiralty, a letter which I have received from Capt. Towry, of his Majesty's ship *Uranic*, transmitting the copy of one which he had sent to Captain Keats, of the *Boadicea*, giving an account of the capture of *La Revanche* French Schooner Privateer.—I am, Sir, &c.

ST. VINCENT.

MY LORD,

Uranic, at Sea, July 28.

I have the honour to enclose you a copy of my letter of this date to Captain Keats, and am, my Lord, &c.

The Earl of St. Vincent, K. B. &c.

G. H. TOWRY.

SIR,

Uranic, at Sea, July 28.

Cruising according to your instructions in his Majesty's ship under my command, I beg leave to acquaint you of my having captured this day *La Revanche* French Schooner Privateer, mounting 14 six-pounders, with 80 men, belonging to Bayonne; had been out from thence about four months, but last from *Vigo* (19 days), into which port she had carried three prizes, an English brig called the *Marcus*, a Portuguese ship, and a Spanish brig, prize to the *Minerve*.

I have the honour to be, &c.

G. H. TOWRY.

R. G. Keats, Esq. Captain of his Majesty's Ship Boadicea.

ADMIRALTY-OFFICE, AUG 23.

Extract of a Letter from the Earl of St. Vincent, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated on board his Majesty's Ship Royal George, at Sea, the 14th inst.

I have this instant received the inclosed letters by his Majesty's ship *Unicorn*, from Captain Keats of the *Boadicea*.

MY LORD,

Boadicea, at Sea, August 4.

The *Fisgard*, which had been stationed conformable to your Lordship's directions, rejoined the squadron this day with the prizes and recaptures, as stated in Captain Martin's accompanying letter.

I have the honour to be, &c.

The Earl of St. Vincent, K. B. &c.

R. G. KEATS.

SIR,

Fisgard, at Sea, 3d Aug.

I have to inform you, that his Majesty's ship under my command has captured the following vessels since the 20th of last month:

St. John Baptiste, Spanish lugger (burnt).

La Gironde, 16 guns, 141 men, French privateer.

L'Alerte, 14 guns, 84 men, French privateer.

The *Joseph*, an English South-sea ship, prize to the *Minerve* French privateer.

It will, I am sure, give you particular satisfaction to find *La Gironde* one of the number, as she has long been an active and successful cruiser against the commerce of our country, and was now returning to port with 53 English prisoners taken in the vessels hereafter specified. *L'Alerte* is only six days from *Beaudeau*, and was fitted purposely to cruise for the homeward-bound West India convoy.

I have the honour to be, &c.

T. B. MARTIN.

R. G. Keats, Esq. Captain of his Majesty's Ship Boadicea.

List of Vessels captured by La Gironde French privateer brig.

Swan sloop, Andrew Miller, Master, from Oporto laden with wine.

Countess of Lauderdale, Thomas Bennett, Master, from Demerary, laden with sugar and cotton.

Active Brig, Benjamin Tucker, Master, from Bermuda, laden with sugar and cotton.

Young William, Charles Bacon, Master, from the South-seas, laden with oil, &c.

ADMIRALTY-OFFICE, AUG. 23.

Copy of a Letter from Captain John Wight, Commander of his Majesty's Ship Wolverine, to Evan Nepean, Esq. dated at St. Maroon, the 19th inst.

SIR,

I beg you will be pleased to inform my Lords Commissioners of the Admiralty, that this morning, having been informed by Captain Price, that some part of the enemy's convoy, consisting of too large sloops, were attempting to make their escape from the mouth of the river Isigny, and proceeding along shore to the eastward, I lost no time in giving chase, having in company the *Sparkler* and *Force* gun-brigs. The enemy finding themselves so hard pressed, and no probability of escape, run themselves on shore in the bay of Grand Camp, commanded on both sides of the entrance by heavy batteries, which I attacked for near an hour, and was ably assisted by Lieut. Stephens, of the *Sparkler*, and Lieut. Tokaley, of the *Force*, covering Lieut. Gregory, of the *Wolverene*, with the cutter and jolly-boat with a party of Marines, who gallantly boarded the largest vessel under the fire of three field pieces, and near 200 men with musquetry, within half pistol-shot of the shore, and set her on fire and otherwise disabled her.—The other was so completely shot through as to stop her further proceedings.

I am happy to have it in my power to inform their Lordships, that neither the vessels, or men suffered any thing, excepting three of the *Wolverene's*, who were a good deal burnt on board the sloop by an explosion of gunpowder. The enemy lost four men killed on the beach.

I am Sir, &c.

JOHN WIGHT.

Naval Courts Martial.

PORTSMOUTH, JULY 30.

THIS day a Court Martial was held on board his Majesty's ship *Gladiator* in this Harbour, for the trial of BARTHOLOMEW PORTER, a seaman belonging to the *Sophie*, for desertion.

President, Rear-Admiral JOHN HOLLOWAY,

The charges not being proved the prisoner was acquitted.

ARTHUR HUGHES, another seaman belonging to the *Sophie*, was also tried the same day for desertion, and being found guilty, was sentenced to receive 300 lashes.

THOMAS NELSON, a supernumerary seaman belonging to the *Royal Williams*, was also tried the same day for having, on the 14th ult. used reproachful and provoking speeches to a man who had given evidence before a Court Martial held for the trial of one of the Mutineers of the *Hermione*. The prisoner being found guilty, he was sentenced to be imprisoned two years in the Marshalsea.

MUTINEERS.

31. A Court Martial was held on board the same ship, for the trial of JOHN WATSON and JAMES ALLEN, two seamen late belonging to the *Hermione*, for being concerned in the mutiny on board the said ship, and in carrying her into La Guira. The charges being proved against the prisoners, they were sentenced to suffer death, by being hanged by the neck, on board such ship or ships as the Lords Commissioners of the Admiralty should direct. The prisoner, John Watson, appeared to be near 60 years of age, and, previous to the mutiny, had pretended to be afflicted by blindness, on which account he had been excused doing duty aloft; but he took a very active part in the mutiny. The prisoner, James Allen, had been servant to the second Lieutenant previous to the mutiny, and was then about 14 years of age; but, it appeared, he had also been very active in the mutiny, and had even assisted in the murder of his own master.

The principal witness against Allen was Parrot, late butcher on board the *Hermione*, who deposed, that on the night the mutiny took place he was seated on a chest in the gun-room. He then observed a band of murderers dragging the Second Lieutenant across the deck, who repeatedly stretched out his hand, crying, "Mercy! Mercy!" He was drawn up the ladder by the hair of his head, after receiving many wounds. Parrot declared that at this moment he saw the Second Lieutenant's servant, James Allen, with a tomahawk or hatchet in his hand, and that he exclaimed, "let me have a cut at him;" on saying which, he dreadfully wounded his own master. On receiving this deposition from Parrot, a general groan of horror was heard in Court. Every thing, however, that naval justice could devise was exercised on behalf of the prisoner; but the very witnesses called by him ultimately proved of disadvantage to himself! Both Allen and Watson came home to England in the *Prince of Wales*, but were not recognized till their arrival. Allen, to the last, denied having struck his master. As to the particulars of the murder of Captain PIGOT, of the *Hermione*, it appeared, that hearing a noise upon deck, he immediately ran out of his cabin, when being badly and repeatedly wounded, he was at length obliged to return. He had reached his cabin, and was sitting on a couch, faint with the loss of blood, when four men entered with bayonets fixed. Crawley headed them. Captain PIGOT, weak as he was, held out his dirk, and kept them off. They seemed for a moment appalled at the sight of their Commander, when Crawley exclaimed, "What, four against one, and yet afraid? Here goes then," and buried his bayonet in the body of Captain PIGOT. He was followed by the others, who, with their bayonets, thrust him through the port, and he was heard to speak as he went a-stern.

MONTHLY REGISTER

OF

Naval Events.

(FROM JULY 24 TO AUGUST 29.)

DANISH AND SWEDISH CONVOYS.

WE live in such an eventful period, that occurrences which in usual times could not fail to produce the most lively sensations, now pass with little observation. It will, however, be wondered at in future times, if the circumstances we are about to relate, and the events which appear so evidently connected with them, excite no attention.

On the 25th ult. about 6 P. M. off Ostend, his Majesty's ships the *Nemesis*, Capt. BAKER, *Terpsichore*, the *Arctow*, of 40 guns, and *Nile* lugger, fell in with the *Freya*, a Danish frigate, having under convoy two ships, two brigs, and two galliots. The *Nemesis* hailed her, and said she would send her boat on board the convoy. The Danish Commander replied, that if he attempted it he would fire into the boat. The *Nemesis*'s boat was then lowered down, with four men and a midshipman in her, ready to go on board the convoy; the Danish frigate immediately fired several shot, which missing the boat, struck the *Nemesis*, and killed one man. The *Nemesis*, immediately gave the Dane a broadside, when a most spirited action took place, which lasted for about twenty-five minutes, at the end of which time the Danish frigate, being much crippled in her masts, rigging, and hull, struck her colours.

The Danish frigate and convoy were brought into the Downs on the 6th inst.

By the conduct of the Danish Commander it appeared to be the intention of the Court of Denmark, in conjunction with that of Sweden, to try the question of the right of British ships of war to examine Neutral vessels, which opinion is strongly strengthened by the following extract of a letter we have received from Gibraltar.

"A Swedish frigate, of 44 guns, having some vessels under convoy, was met by the *Leviathan*, commanded by Admiral DUCKWORTH, who hailed the Danish frigate, desiring to know what were the ships that were under convoy. Not receiving a satisfactory answer, Admiral Duckworth said he should send a boat on board. The Danish Captain replied, he would fire into any boat that should attempt to do so; which threat he carried into effect, and killed one of our seamen in the *Leviathan*'s boat. Upon this, Admiral Duckworth ordered his ship to be laid alongside the Dane, informed the Captain that he had committed murder on a British subject, and that it would only be doing him justice to open the lower deck ports of the *Leviathan*, and give him a broadside. He insisted, however, that the Danish Captain should follow him into Gibraltar, and there explain his conduct. The result is not known."

To form a decisive opinion of the cause which actuated the above Powers in refusing to permit English cruisers to search their convoys is impossible. In consequence of this and other circumstances, the Baltic fleet, which was on the eve of sailing, received orders to remain in port; this detention was, however, on the 13th relinquished, and the fleet sailed from Yarmouth under convoy of the *Shark* and *Lynx* sloops of war. From this latter event it may reasonably be hoped that some satisfactory information has been received by Government, which will put an end to this unpleasant business.

FORCE OF THE NORTHERN POWERS.

MR EDITOR,

AT the present critical situation of this country, with respect to the arming of the Powers of the North, and the dispute at present existing with Denmark and Sweden, relating to their convoys, being taken and detained, &c. the force of their Navy (as near as can be known) seems to be anxiously wished for: under I send you a correct statement of their naval force in the beginning of the year 1799, and which I believe has not been much augmented since that time, as also an estimate of the whole force that can be brought against England, supposing Russia, Denmark, and Sweden, were to join in alliance with her present enemies.

Statement of the Force of the Navy of Russia, Denmark, and Sweden, in the beginning of the year 1799.

Russia.—Fifty Ships of the line, 50 frigates, and a number of galleys.

Denmark.—Thirty-eight ships of the line, 20 frigates, and 60 chebecs and cutters. The total number of seamen 12,000, of guns 3000.

Sweden.—Twenty-seven ships of the line, 12 frigates, and 40 armed galleys. Mounting in all 3000 guns, and manned by 18,000 seamen.

Supposing Russia, Denmark, and Sweden, therefore, to join in alliance against England, I estimate the whole naval force that can be brought against her, by all her enemies (and which number, I think, is the very utmost they can bring), would be as follows:

By France, Spain, and Holland, about	60	Sail of the line.
Russia	40	Do.
Denmark	30	Do.
Sweden	27	Do.
Total	150	

In opposition to this great force I conceive *England alone* (without the assistance of any foreign power) can bring, in the channels *only*, 100 sail of the line, (if it should be necessary) which will be equal to cope with her enemies, without recalling home any of her ships from the West Indies, Mediterranean, or any foreign station.

In my opinion there is nothing to fear from the armed Neutrality, the whilst we have such a good supply of the Wooden Walls on our side, and such brave officers and seamen to command them.

If you deem this worthy of a place in your Chronicle, it will add to the obligations already conferred on,

Mr. Editor,
Your constant Reader,
And very humble Servant,

25th August, 1800.

J. R.

DENMARK.

The following Articles of the Treaty of Commerce, between Great Britain and Denmark, relate to the present subject supposed to be in dispute:—

Art. III. The undersigned Sovereigns engage mutually for themselves, their heirs, and successors, not to furnish their respective enemies, if they shall be aggressors, with any assistance in war, such as soldiers, arms, cannons, ships, or other articles necessary to the carrying on of war. If the subjects of either of the undersigned Sovereigns shall act in contravention with the present article, the King, whose subjects shall so act, shall be bound to proceed

against them with the greatest severity, and to treat them as seditious persons, and persons guilty of an infraction of the alliance.

Art. XX. And in order to prevent the freedom of navigation, and the free passage of either ally and his subjects from becoming prejudicial to the other, in case of war on the part of one of the undersigned Sovereigns against any other power by sea or land; and in order to prevent any goods and merchandises, the property of the enemy, from being fraudulently concealed under pretence of alliance: and, finally, in order to prevent all fraud, and to remove all suspicion, it is thought fit that the ships, merchandize, and subjects, belonging to the other confederate, shall be accompanied by passports and certificates in the following form, &c. &c.

It is hardly necessary to observe, that the requisition of these passports and certificates includes a right to search for them, if such right were not fully recognized to be part of the general law of nations.

GENERAL OBSERVATIONS on the conduct of the NORTHERN POWERS.

The British Navy in the zenith of its power, with nearly its full force, ready for action, has little to apprehend from a confederacy, merely now beginning to arm; and let it be remembered, that for nearly half the year, the very elements themselves suspend the action of these dreadful antagonists; the ice is, for many months, an impenetrable blockade; and for the remainder, it is more easy, after having laid Copenhagen in ashes, to block up the Sound, (a strait of only four miles broad, with convenient anchorage,) and shut them up to quarrel with each other, than it is at present to guard the entrance of Brest harbour, or was heretofore to coop in the Dutch. Not all the Ghosts in the *Castle of Elsinour*, would, we believe, prevent this project being executed by less than twenty sail of the line.

SECRET EXPEDITIONS.

THE two Naval Expeditions, which have been so long in preparation, have at length put to sea. The first, with the troops which had been encamped at Southampton, and those assembled at Portsmouth and the Isle of Wight, sailed from St. Helene on the 8th instant, and was to proceed to Plymouth for the purpose of receiving additional forces, making in the whole 17,000 men. The fleet employed on the second expedition appeared off Yarmouth on the 9th, when, a frigate bearing signals having fired four guns, it was speedily joined by the whole of the squadron, under the command of Admiral Dickson, then in that harbour, and immediately made sail to the eastward.

No official information has hitherto transpired respecting the destruction or success of either of these fleets. The troops they carry consist chiefly of the Dutch regiments, under the command of the hereditary Prince of Orange.

VAN-DIEMEN'S-LAND, DISCOVERED TO BE AN ISLAND.

GOVERNOR HUNTER, who continues indefatigable in his exertions for the improvement of Botany-Bay, having entertained a conjecture that the land called Van-Diemen's-Land was not a part of the coast of New Holland, but probably a groupe of islands separated from its southern extremity by a strait, fitted out a two-decked boat of 15 tons burden, built at Norfolk Island, and sent her to the southward, under the direction of the second Lieutenant and Surgeon of the *Reliance* man of war. The boat passed through a wide and extensive strait, and completely circumnavigated Van-Diemen's-Land, entered two of its rivers, and went many miles up the country. The south extremity of this country lies in latitude 39.00 exactly, and the strait is, in some places, more than a degree and a half wide; but studded with a few scattered steep islands. A chart of this discovery is preparing to be sent home.

It is with particular satisfaction we insert the following communication—as it contains a most interesting testimony of that meritorious conduct which distinguishes the character of the British Navy, for their laudable humanity towards those whom the chance of war submits to their power.

MR. EDITOR,

As the friend of Captain WALLIS, who some time since experienced such hardships in the *Proserpine*, I am anxious that the following testimony, to the honour of his professional character, should be recorded in your useful Work:—

Captain WALLIS left the *Decade*, a frigate of 36 guns, which he commanded on the Jamaica station, and having, on account of his health, exchanged for the *Brunswick*, brought home with him two French prisoners of rank, Gen. LA VEAUX, a General of Division, who had been commander in chief of St. Domingo, and latterly of Guadaloupe with his son, and Aide-de-Camp ORMANCIN; who having obtained permission to return to France on their parole, they sent a complimentary letter to Captain WALLIS, of which the following is a translation:—

“ *Plymouth, on board the Brunswick, Aug. 1, 1800.*

“ *Stephen La Vaux, General of Division, to Captain Wallis, Commander of the Brunswick.*

“ CAPTAIN!

“ Gratitude is a debt incumbent on all to render: receive then that which my son, which ORMANCIN, and myself, wish to offer with a sensibility equal to what we feel, for all the obligations we lie under to you.—The delicacy of your conduct so much alleviated our situation, as, at times, to make us forget that we were your prisoners. You are a father and a husband! and therefore feel already the joy I have in view, to behold again a wife and two beloved daughters. It shall be in the union of this dear family, that we will repeat all we owe to you for such happiness.

“ We will incessantly recal your humanity, your actions, your virtues, and the love which you possess for your country. Like you, we regard our own; and you have had the generosity to allow us to speak of it before you. Nations may declare war; but wise and virtuous men will always esteem each other.

“ Receive, CAPTAIN, the sentiments with which we three have the honour to remain,

“ ET. LA VEAUX,

“ ORMANCIN.

“ LA VEAUX FILS.”

BRUSSELS, AUG. 8.—We hear from *Rotterdam*, that two ships of the line, the *Chatham*, of 80 guns, and the *Peter Paul*, of 74, newly launched from the dock-yards of that port, will soon be completely armed and equipped. A vessel of 80 guns, built at Amsterdam, will be equally soon ready for sea. It has been remarked, that the navy of Holland never had ships carrying more than 74 guns, it is not long since two of greater force were built. On the other side, there has sailed from the Meuse a division of small ships and sloops of war, to repair to the Western Scheldt, for the defence of the island of Zealand.

It appears that the unfortunate survivors of the crew of his Majesty's ship *Resistance*, after being taken by the Malay pirates, were carried to Penobang, and there sold to different Rajahs, in the common market-place. *Thomas Scott*, a seaman, sold for 35 rix dollars, and unexpectedly met with a kind master; lamenting his fate at being parted from the few of his countrymen who survived the explosion of the *Resistance*, the Rajah encouraged him, by the assurance that whenever he (*Scott*) should be able to pay him back the amount of his purchase, he would immediately release him. On the next day, to his unspeakable joy, he found the SULTAN had become his ransom from the Macassar Rajah, who had, in like manner, procured the release of his other companions. We have the pleasure to learn, that the SULTAN has received from our Government the reward due to his humanity.—A circumstantial narrative of the blowing up of this ship in our next.

PLYMOUTH REPORT,

FROM JULY 11 TO AUGUST 15.

July 11. WIND Variable. Fair. Arrived the Dolly cutter from the fleet; left them all well yesterday. Sailed on a cruise, the Telegraph, of 18 guns, Lieutenant Corcellia. Arrived from a cruise, the Childers, of 16 guns, Captain Crawford.

12. Wind Variable. Fair. Arrived with dispatches for Rear Admiral Whitshead, the Unicorn, 32 guns, Captain Wilkinson; she sailed again this evening for the fleet. Letters received from the Elephant, 74 guns, Captain Foley, state the fleet was all well the 10th inst. She sailed that day to join the squadron under Rear Admiral Sir J. B. Warren, off Quiberon.

13. Wind Variable. Fair. Arrived the Cultivateur West Indianman, Smith, Master, from Demerara and Iscquibo, with a cargo valued at 2,000*l.* captured by a French privateer, and recaptured by the Indefatigable, 44 guns, Honourable Captain Curzon; and Boadicea, 38 guns, Captain Keats, close in with the French coast. Sailed to join the fleet, the Temeraire, 98 guns, Rear Admiral Whitshead; and the Marlborough, 74, Captain Sotheby. Arrived from the Downs, the Plymouth lugger; Lieutenant Elliot, with a convoy.

14. Wind S. W. Rain. Arrived from a cruise off Isle Bis, the Spitfire, 24 guns, Captain Seymour. Arrived the Bellona brig, Dean, Master, from Galway to Londonderry, with a cargo of kelp, oats, bread, herrings, hides, rosin, and flannel, captured by La Rose French privateer, of 14 guns, and 75 men; and retaken by the Doris, 44 guns, Captain Lord Ranelagh. Also La Favorite, of six guns, and 45 men, from Cayenne to Bourdeaux, with a valuable cargo of cotton, ludigb, and camphor; prize to the Sirius, 36 guns, Captain King.

15. Wind E. N. E. Fair. This morning presented a fine gratifying sight, by the appearance off the Sound of another homeward-bound Jamaica fleet, of 24 mil, richly laden, valued at near a million and a half, conveyed by the Brunswick, 74 guns, Captain Wallis; and the Retaliation, 36 guns, Captain Forster. Arrived the Caesar, 84 guns, Sir J. Saumarez, from the fleet,

16. Wind E. S. E. and S. E. Fair. Arrived from sea, the Alert, from Cadix to Boston, detained by the Anson, 44 guns, Capt. P. C. Durham, which was gone on to Gibraltar, all well, the 8th inst.

17. Wind Variable. Fair. Orders came down this day for the flotilla of gun-boats to get into the Sound, under the command of Captain J. Hawker. Sailed on a cruise, the Lady Charlotte, 14 guns.

18. Wind Variable. Fair.

19. Wind N. W. Fair. Came in from off Brest, the Prince, 98 guns, Rear Admiral Cotton; the Defence, 74, Captain Lord H. Pawlett; Excellent, 74, Honourable Captain Stopford. Sailed the Amazon, 38 guns, Captain Riou, with her two prizes, for Spithead.

20. Wind N. W. Fair. Letters from the Triton, 36 guns, Captain Gore, dated at another off Brest, the 16th instant, state, that the gallant Captain had perfectly recovered from a violent blow he received in his head some time since, by the fall of a block; he retains the command of the in-shore, or flying squadron, which communicates by signal to Earl St. Vincent the movements of the combined fleets, as this squadron occasionally anchors. Rear Admiral Berkeley, in the Mars, 74 guns, commands a flying detachment off shore.

21. Wind N. W. Fair. Arrived from Quiberon, the Shannon, 44 guns, Captain Peters; she brings nothing new. Sailed the Immortalité, 44 guns, Captain Hocham, on a cruise. Arrived the Russell, 74 guns, Captain Sawyer, from the Channel fleet, to rest and victual.

22. Wind N. W. Fair.

23. Wind S. E. Fair. Arrived the Harriet, Atkins, of Boston, from Isle de France, last from Boston, with a valuable cargo for Rotterdam; detained and sent in by the Suffisante, 14 guns, Captain Whitman. Sailed to join the Channel fleet, the Caesar, 84 guns, Captain Sir J. Saumarez, Bart. Arrived the John lugger, Elliot, from Earl St. Vincent, with dispatches. She left the fleet all well on Saturday last. On Sunday, at four P. M. she spoke the Dido, 44 guns, armed en flute, Captain Calby, from Minorca, with three sail under convoy. On Monday, at eleven, she spoke the Sheerness, 44 guns, Captain Carden, from the Straits; she had recaptured a valuable ship, called the Pearoth of London, which had been in possession of the French ten days.

25. Wind E. S. E. Fair. Arrived the Megura fire-ship, the Excellent, 74 guns, and Triumph, 74, from the Channel fleet.

26. Wind S. E. Fair.

27. Wind S. E. Fair. Arrived the Windsor Castle, 98 guns, Honourable Captain Bertie, from the Channel fleet, to refit. Also the Bourdelais, 28 guns, Captain Manby, from the westward islands. Off Corunna she captured the Phoenix, a Danish schooner, from St. Thomas for Altona, but evidently bound to Bourdeaux, having a French pilot on board. She is laden with coffee, sugar, indigo, &c. &c.

28. Wind S. E. Fair. Arrived the Glory, 98 guns, Captain T. Wells, and Neptune, 98, from the fleet off Brest, to refit. By an officer of the Bourdelais, 28 guns, just arrived from a cruise off the western islands, is learnt that she looked into Corunna and Ferrol the 12th and 14th ult.; in Ferrol Harbour Captain Manby saw six sail of the line and five frigates, with topsail yards across. On the 15th ult. fell in with the Boadicea, 38 guns, Captain Keats; Indefatigable, 44, Honourable Captain Curzon; and Sirius, 36, Captain King, the advanced squadron of frigates of Earl St. Vincent's fleet: 28th ult. fell in with the Straits convoy, homeward-bound, under care of the Endymion, 44 guns, Captain Sir T. Williams, Knt. in lat. 48. 10. N. long. 7. 20. W. going large, with a fresh breeze.

29. Wind N. E. Fair. This morning arrived from the Straits, the Cul-loden, 74 guns, Commodore Sir T. Trowbridge, Bart. This gallant officer was received by his townsmen with great respect on his landing. In pursuance of orders from Earl St. Vincent, Rear Admiral Cotton shifted his flag from the Prince, 98 guns, (she not being ready to join the fleet) to the Russell, 74, Captain H. Sawyer, and sailed directly to join the fleet.

30. Wind Variable, Fair, and Sultry. Sailed the Dasher, 18 guns, Captain Tobin, on a cruise. Passed the Sound, to join the Channel fleet, that beautiful new ship, the Courageux, 74 guns.

31. Wind Variable, Fair, and Sultry. Passed up, La Loire, 48 guns, Capt. Newman, with the Lisbon and Oporto fleets, all well; also the valuable Straits fleet, with several rich silk ships from Smyrna.

August 1. Wind Variable. Extreme Heat in the Sun. Arrived the Royal Sovereign, 110 guns, Admiral Sir Alan Gardner, Bart. Captain T. Bedford; and the Pompee, 84, Captain Stirling, from the fleet.

2. Wind Variable. Fair and Sultry. Sailed the Windsor Castle, 98 guns, Honourable Captain Bertie, to join the fleet. Arrived a very fine schooner privateer, of 16 guns, prize to La Loire, 48, Captain Newman, taken on her passage home with the Lisbon fleet.

3. Wind W. Fair and Sultry. Arrived from the Channel fleet, the Mars, 74 guns, Rear Admiral Berkeley; and the Cumberland, 74, Captain T. Graves, to refit. This day orders came down for three line of battle ships, and a frigate, to proceed to the Downs directly. Admiral Sir T. Pauley, in consequence of the above, issued orders for the following ships to sail directly to the Downs, viz. Resolution, 74 guns, Captain Gardner; Pompee, 84, Captain Stirling; Defiance, 74, Captain T. Shivers; and Bourdelais, 28, Captain Manby.

4. Wind Variable. Arrived the Three Friends smuggling lugger, with one hundred and fifty ankers of spirits, captured by the Spitfire, 24 guns, Captain Seymour; she had landed part of her cargo at Palermo; but several boats were taken in endeavouring to escape, and one smuggler was unfortunately killed. The Spitfire spoke in the Channel, the Ruby, 64 guns, Captain Ferris, with three East Indianmen under convoy from Bengal; last from the Cape of Good Hope. She had captured on her passage, La Fortunée French privateer, of 16 guns, and one hundred and sixty men, belonging to Bourdeaux.

5. Wind N. Fair, with light Breezes. Arrived the Ajax, 84 guns, Captain Cochrane, from the fleet. Sailed the Bourdelais, 28 guns, Captain Manby, for the Downs. Came in La Revanche French schooner privateer, of 10 guns, and seventy-five men, (formerly the La Hawke privateer, of this port) captured by the Uranie, 44, Captain Towry. Arrived from the fleet, the terrible, 74 guns, Captain Sir R. Bickerton. Passed by for the Downs, the Spy, 18 guns, with a large convoy from Milford and Falmouth.

7. Wind variable. Arrived the Plymouth lugger, Lieutenant Eliot, from a cruise off Morlaix.

8. Wind S. W. Fair and Sultry. Arrived the Formidable, 98 guns, from the Channel fleet; the Sufisante, 14 guns, and Reynard, 18, from a cruise.

9. Wind Variable. Fair and Sultry. Letters from the Impetueux and other ships speak in the highest terms of Lieutenant Coghlan and his little crew's gallantry, in boarding and carrying off La Cerbière gun brig, of infinitely superior force, near Port Louis. Admiral Earl St. Vincent, with his usual zeal for the service, presented him with a sword worth one hundred guineas for his bravery, and, with Sir E. Pellew's squadron, very generously gave up their shares of the prize money.

10. Wind Variable. Extremely Sultry. Arrived the Chapman, 24 guns, with a convoy from Milford.

11. Wind S. E. Sultry. Arrived from the Channel fleet, the Barfleur 98 guns, Magnificent 74, and Saturn 74, to victual and refit. Letters from the fleet state, that the look-out cutters venture very near the outer road of Brest without molestation. The Triton frigate, Captain Gore, is moored next, then five frigates, five sail of the line, two sail of the line off the Black Rock, and the remainder of the fleet in line of battle in two lines; so that nothing can move without observation.

12. Wind S. Sultry. Sailed for the fleet, the Pompee, 84 guns, London 98, Mars 74, Rear-Admiral Berkeley, and Ajax 84.

13. Wind Variable. Fair and Sultry. Came in from a cruise, the Dasher, 18 guns, Captain Tobin, and Telegraph, 18, Lieutenant Corsellis. Arrived from Newfoundland, after a good passage, the Voltigeur, 18 guns, Captain Shortland, with three vessels under convoy with fish; left the Island all well. Sailed the Chapman, with a convoy for the Downs.

14. Wind S. Fair, and very Sultry. Arrived the Sirius, 36 guns, Captain King, from a long cruise off the coast of Spain. Letters from the Figard, 48 guns, Captain Martin, state, that the following frigates were left cruising on that station, viz. Boadicea, 38 guns, Commodore Keats; Indefatigable, 44, Hon. Captain Curzon; Figard, 48, Captain Martin; Uranie, 44, Captain Towry; and Unicorn, 32, Captain Wilkinson. By this very judicious arrangement of this well appointed squadron, the whole coast of Spain may be considered as absolutely in a state of blockade.

15. Wind Variable. Fair and Sultry. The Sirius, 36 guns, which arrived last night, convoyed three prizes to the squadron, which are hourly expected. Sailed the Plymouth lugger, Lieutenant Eliot, with a convoy for the Downs. Sailed the Diamond, 36 guns, on a cruise.

in the mutiny on board the *Hermione*. The signal being repeated, the yellow flag was hoisted on board the *Puissant* at Spithead, and the *Braakel* in the Harbour, on board which ships they were executed. Boats from all the ships at Spithead, manned and armed with marines, attended the *Puissant*, as those in the Harbour did the *Braakel*. At ten o'clock Watson was launched into eternity; but, as the same Provost Martial was obliged to attend both men, Allen was not executed until eleven o'clock. He came in an armed boat on board the *Braakel*, Captain GEORGE CLARKE, attended by Mr. WILLIAM HOWELL, Chaplain of the *Royal William*. They both behaved very penitent, and acknowledged the justice of their sentence. Allen was born at Chatham, and but twenty years of age the day he was tried. His brother was on board the whole of the trial, and was extremely affected; and, at the time of the execution, he was at the Dock-Yard, directly opposite his brother, and, on the gun's firing, he fell down speechless in the yard, from whence he was taken home in a state of insensibility.

The hand of Providence has evidently shewn itself in the punishment of these atrocious wretches, the shame of England and of humanity. They had all made their escape, and were in an enemy's country; yet, by various ways, and hidden in unaccountable means, Divine vengeance has pursued and delivered them up to the arm of their offended country!—We trust this strong and memorable document will not be lost upon the Navy, and that it will recur in the very first moment of artful mutiny and political sedition. We shall shortly have an opportunity of shewing how great a part of the crew of that ship, recovered by the gallantry of true British seamen, has already been overtaken by justice!

8. Arrived the *Beaver*, Captain Jones, from a cruise.

9. Arrived the *Sheerness*, Captain Carden, from Gibraltar, last from the Downs.

10. Arrived the *Concorde*, from St. Martin's, laden with salt, a prize to the Ant schooner; the *Catherine*, from Bourdeaux, with wine, prize to the *Wolverene*.

11. Sailed the *Termagant*, Captain Skipsey, with dispatches for Lord Keith.

12. Arrived the *Triton*, ———, from Havre, laden with mahogany, prize to his Majesty's frigate *Prosclyte*.

18. Arrived the *Dart* sloop, of 18 guns, Captain Devonshire, from the Downs; and *Voltegeur*, of 18 guns, Captain Shortland, from having convoyed the homeward-bound Newfoundland ships. Sailed the *Seafower* brig, Lieutenant Murray, with General M'Donald and suite on board, for Jersey.

19. Sailed the *Alert* cutter, Lieutenant Clark, with a convoy for Plymouth; and the *Warrior*, of 74 guns, Captain Tyler, to join Lord St. Vincent's fleet.

20. Arrived the *Earl St. Vincent* cutter, Lieutenant Leckey, with the *Friendship*, a Danish galliot, her prize, laden with merchandize, from Amsterdam, for Lisbon. Sailed the *Dart* sloop, of 18 guns, Captain Devonshire, for the Downs.

21. The *Ville de Paris*, 110 guns, Captain Grey, went out of Dock. It is supposed she will go out of harbour in the course of ten days.

22. Arrived the *Scourge*, of 18 guns, Captain S. Warren, from convoying part of the homeward-bound West India fleet, safe up Bristol Channel. She parted, on Saturday last, off Cape Clear, with the *Invincible*, and the West India fleet, bound for the River, and proceeded as far as Lundy with two West India-men, bound for Bristol. She sailed from thence on Tuesday last for this port. She brings intelligence of the outward-bound West India fleet, that sailed in April under convoy of the *Scorpion*, *Severn*, and *Dromedary*, having arrived at Martinique on the 20th of May. The *Scourge* made her passage in six weeks from the Islands. The West India fleet consisted of about ninety-one sail: great part of them were Guinea-men, bound to Liverpool and Glasgow. The *Scourge* has been out ever since April 13, 1797, and has taken two Spanish letters of marque. Sailed the *Grand Falconer* cutter, Lieutenant Chilcott, for St. Marcou.

23. Arrived the *Alert* cutter, Lieutenant Clark, from the Downs.

Promotions and Appointments.

ADMIRAL SIR ALAN GARDNER is appointed chief on the Irish station in the room of Admiral Kingsmill.

The Prince of Wales, of 98 guns, is ordered to be fitted for the flag of Rear Admiral Sir Robert Calder, Bart. and Captain Penrose is appointed to command the ship. She is to be employed in the Channel Fleet under Earl St. Vincent.

Sir Thomas Troubridge, Bart. lately returned from the Mediterranean, is appointed Captain of the Channel Fleet, and will sail from Portsmouth in a few days in the *Ville de Paris*, of 110 guns, Captain Grey.

Captain Sir Home Popham is appointed to command the *Romney*, of 50 guns.

Captain Freemantle is appointed to the *Ganges*, of 74 guns, sitting at Portsmouth.

Captain Patrick Campbell, late of his Majesty's sloop *Bart*, who so gallantly captured the fine French frigate *Deaerée*, under the very guns of Dunkirk, and in view of a number of the enemy's ships, is appointed by the Lords of the Admiralty to the command of his Majesty's frigate *Ariadne*.

Captain M. Seymour, of the *Spitfire*, 24 guns, is appointed by the Lords of the Admiralty a Post Captain in the Royal Navy.

Captain Kun, of the *Chapman*, 24 guns, is appointed to the command of the *Spitfire*, 24.

Captain W. H. Webley is appointed to the command of his Majesty's sloop *Savage*, on the Irish station, in the room of Captain Norman Thompson, who is promoted to the rank of Post Captain.

Lieutenant Conn, of the *Formidable*, is promoted to the rank of Master and Commander, and appointed to the *Discovery* bomb.

Captain Dick, of the *Discovery*, is appointed to the *Cynthia*; and Captain Malbon, of the *Cynthia*, is promoted to the rank of Post Captain.

Lord Cockrane is promoted to the rank of Master and Commander, and appointed to the *Speedy* sloop of war.

Honourable G. L. Dundas, one of the Lieutenants of his Majesty's late unfortunate ship *Queen Charlotte*, is promoted to the rank of Master and Commander, and appointed to the *Camelion* sloop of war.

— Browne, Esq. first Lieutenant of the *Elephant*, is promoted to the rank of Commander; and Lieutenant William Wilkinson, who was so severely wounded in the ever-memorable action of the Nile, on board his Majesty's ship *Goliath*, and who was first Lieutenant of that ship for many months before she was paid off at Portsmouth, succeeds Mr. Browne as first Lieutenant of the *Elephant*.

The Rev. H. Don is appointed Chaplain of the *Royal Oak*, and the whole of the prison ships commanded by Captain Rawe.

Mr. Fisher, of the *Rowcliffe* armed brig, is promoted to a Surgeon, and appointed to the *Wolverene*, on the *Marcou* station.

Lieutenant Alt, of the *Royal William*, who has for a considerable time commanded the *Ant* schooner, with great credit to himself, and advantage to the public service, is put on half pay; and William Hird, Esq. is appointed to the command of the *Ant*.

Captain Mowat is appointed Resident Agent for transports at Gibraltar.

W. P. Wallis, Esq. Secretary to Admiral Sir Roger Curtis, in the room of Mr. J. Williamson, who is appointed Purser of the *Orestes*.

In consequence of the death of Colonel Painter, of the Marine Forces, the following officers have been promoted: Major Munro succeeds Colonel Painter; Captain Winter gets the majority; Captain-Lieutenant Wardlaw has a full company; and Lieutenant Griffiths is made Captain-Lieutenant.

MARRIAGES.

LATELY at Malvern, Thos. Lynne, Esq. of the Navy, to Miss Mary Warren, third daughter of the Rev. Erasmus Warren, Rector of Hampstead, near London, and of Great Bromley, in Kent.

The 28th ult. at Kingston, Vice-Admiral Bligh to Miss Golightly, of *Hard Common*, Surry.

The 4th inst. at Plymouth, Dr. William Knighton to Miss Dorothea Hawker, youngest daughter of the late Captain Hawker, of the Navy.

At Mary-le-bone church, Captain Sabine, of the Guards, to Miss Paisley, daughter of Vice-Admiral Sir Thomas Paisley, Bart.

At Totness, Devon, Mr. Fitzgerald, Purser of *L'Achille*, of 74 guns, to Miss Toms, of that place.

OBITUARY.

June 25. AFTER a lingering illness, George Bowen, Esq. Commander of his Majesty's ship *Trusty*, of 50 guns. He was nephew to Rear-Admiral Bowen; and made a Post Captain in 1795.

Lately; Lieutenant Birch, late of the *Triumph*, greatly lamented by all who knew him.

A few days since, at Bristol, Colonel Peter Painter, of the Marine forces. He is greatly regretted by his brother Officers and a numerous acquaintance.

At Coalham, Mrs. Orrock; widow of Captain Orrock.

At Watford, Lieutenant I. A. Nicholl, lately returned on board the *Bellerophon* from the Mediterranean.

At Dublin, aged 73, Lieutenant James Boyd, forty-two years a commissioned officer, and regulating officer of the impress service in that city.

At Greenwich, the Lady of Captain Sir H. Linzee.

At Chatham, Mr. H. Watson, foreman of the dock-yard.

Lately, at sea, returning from Honduras, Captain Pierson, aged 27 years. He served under Lord Nelson, in the Captain, of 74 guns, in the action between the British and Spanish fleets, on the 14th of February, 1797. Captain, then Lieutenant Pierson, of the 69th regiment, accompanied the brave Nelson, when, sword in hand, he boarded and captured a Spanish 84 and 112 gun ship.

The 16th inst. in the 71st year of his age, at Bath, the Honourable Samuel Barrington, senior Admiral of the White, General of his Majesty's Marine Forces, and brother to the Lord Bishop of Durham; he was the fifth son of John Lord Viscount Barrington, of the kingdom of Ireland; and consequently brother to the late Lord. Owing to an infirm state of health, he had, for the last ten years of his life, declined accepting of any naval command; but the records of his various and eminent services performed in the earlier period of it, are indelibly imprinted in the page of history, and still more honourably preserved in the minds of his countrymen. This gentleman was never married; but though he hath left no children to lament his loss, all those who have ever served under his orders, and survive, will supply the want of relative grief, and lament his death as a foster parent, whom they loved, honoured, and revered. As an officer, exceeded by none, and equalled by few, in the different requisites of nautical knowledge, experience, ability, and gallantry; it becomes a matter of no small difficulty to decide whether his loss be more to be deplored as a misfortune to that abstract, though more public branch of society, the naval service, or to the general community, in which his conduct displayed a rare and valuable instance of uninterrupted benevolence, friendship, and philanthropy, raised to an height which few have been able to rival, and none to excel. He was the intimate friend of the Marquis of Lansdowne, Colonel Barre, and some of the most respectable persons for talents and integrity which this country can boast; but by no person will Admiral Barrington's loss be more regretted than by the present gallant Commander of the Channel fleet, with whom, till the day of his death, he lived in habits of the strictest intimacy and friendship.

The Admiral was one of five brothers who rose to the highest dignities that can be conferred in their respective lines. The eldest was a Peer; the second, John, a General; the third, Daines, a Judge; the fourth, Samuel, an Admiral; and the fifth, Shute, the present Bishop of Durham, and the only survivor of this illustrious family. The first Lord Barrington, the father of these, was the son of a merchant, and himself, independent of the other honours he attained, a writer of great eminence.





THE HON^{BLE} SAM^L

BARRINGTON

Adm^L of the White Squadron



and General of Marines

Pub^d by H. Dunne & Gold, Shoe Lane Oct. 1. 1800.

BIOGRAPHICAL MEMOIRS OF
THE HONOURABLE
SAMUEL BARRINGTON,
ADMIRAL OF THE WHITE SQUADRON, AND GENERAL OF MARINES.

When greatness is to goodness near allied,
 The man that has them, is a man indeed !

HURDIS.

Be these thy honours, Barrington ! and these
 The liberal Muse, that never stain'd her page
 With flattery, shall record.

ANON.

WITH whatever willingness the contemplative mind may join in the general shout which attends an hero's triumph, it not only dwells with very high and peculiar complacency but heartfelt satisfaction on the character in which the milder virtues are no less conspicuous than the martial. There is a particular species of goodness that the cynic may attribute to an indolence of mind, and of valour which the philosopher feels himself sometimes compelled to regard as ferocity ; but when benevolence and bravery are found forming ingredients and qualities in the same person, the greatest sceptic dare not withhold his tribute of applause and admiration.

In regard to the man who is equally admirable " in glorious war, and still more glorious peace," the reluctant praise of the cynic, and the hesitative determination of the philosopher, are completely done away. Praise, the just tribute of his high merit, is fairly and liberally bestowed by the common consent of all parties and descriptions of his countrymen. The character of a patriot may be falsely thought to exist in the greatest brilliancy when elevated on the stilts of what is called popularity, but it must be obvious to every sincere and true philanthropist, that he alone is deserving of the title, who in all cases and at all risks to himself, is ready and anxious to promote what are the real interests and advantages of his country. The man who, when his countrymen are threatened by surrounding foes, stands forward in their defence, and who, when public tranquillity again re-assumes its reign, unceasingly labours to promote the

comfort of individuals; as his claim to the character is built on the strongest foundation, so has envy never dared to whisper a syllable in detraction of his merits, but allows the uninterrupted enjoyment of that pleasure which the triumph of benevolence and virtue cannot fail to excite.

Such was truly the character of the subject of the present Memoirs. He was the fifth son of John first Lord Viscount Barrington, of the kingdom of Ireland, and Anne his wife, daughter and coheirress to Sir William Daines. The family from whence he was descended was of very remote antiquity, it was of Norman extraction, and its original name Shute. Having settled in the county of Cambridge, the first person who rendered himself conspicuous among them, was Robert, son to Christopher Shute, of Stockington, in that county. This Robert was a Barrister, and appointed a Baron of the Exchequer anno 1579, from which Court he removed into the King's Bench in 1585. John, the grandson to this Robert, was made a Commissioner of the Customs in 1708, and became in 1710 legatee to John Wildman, of Becket, in the county of Berks, Esq.; who, though no relation, bequeathed to him a very noble landed property in that county, after having made a declaration in his will most highly honourable to the object of his bounty. He expressed on that occasion, that his only reason for so doing, was because he considered Mr. Shute as the man of all others most deserving of being adopted by him.

Some years after this a second very considerable estate was bequeathed to the same honourable person by Francis Barrington, of Tofts, in the county of Essex, Esq. who had married his aunt. In compliance with the deed of settlement by which the estate was conveyed, Mr. Shute then assumed the name of Barrington, and on the 1st of July, 1720, was created an Irish peer, by the titles of Baron Barrington of Newcastle, and Viscount Barrington of Ardglass, in that kingdom. John, the first Lord, died December the 14th, 1734, leaving several children, of whom particulars will be hereafter given.

Samuel, the fifth son, being intended for the naval service, was entered in 1740, being then scarcely eleven years old, on board the *Lark*, a fifth rate, of 40 guns, commanded by the Right Honourable Lord George Graham *. The first ser-

* This Nobleman was the fourth son of Jaries, fourth Marquis, and first Duke of Montrose, by the Lady Christian Carnegie, daughter of David Earl of Northesk. He was the descendant of one of the most ancient families in North Britain.

No surname in Scotland claims a higher origin than Graham. The traditional account thereof handed down to us by our historians is, that they are descended of the renowned Græme, who in the year 404 was general of King Fergus the Second's army, and was Governor of Scotland in the minority of his grandchild King Eugene II. He fought with the Romans and defeated the Britons. In the year 420, he made a breach in and forced that mighty wall which the Emperor Severus had reared up between the rivers Forth and Clyde as the utmost limits of the Roman empire, to keep out the Scots from molesting them in their possessions, which wall has ever since retained, and to this day goes under the name of Græme's Dyke.

The foundation of this great rampart has been of late traced from one river to the other, and is fully marked by several stones found therein, which have Roman inscriptions cut out upon them, denoting the limits where and by whom they were set, &c. A good many of these stones are at present to be seen in the college of Glasgow, and are well described in Mr. Gordon's *Itinerarium Septentrionale*.

This great man is said to have married a lady of the Royal House of Denmark, and was progenitor of all the Grahams in the kingdom of Scotland.

His Lordship impelled by his natural spirit, inherited as it were from his brave and truly noble, though unfortunate ancestor, James the first Marquis, entered at an early age into the navy, and was advanced more in consequences of his own merit and worth, than any advantage he derived from his noble birth, through the different subordinate stations till he at length became commander of the *Mercury* fireship. He was promoted on the 15th of March 1740, to be Captain of the *Adventure*, a fifth rate, and in the ensuing month made Governor of Newfoundland. He held that station only for the current season, for he was some time in the ensuing removed into the *Lark*, of 40 guns, and sent to convoy the outward-bound Turkey trade. There is no subsequent account of him till the beginning of the year 1745, when he was appointed to the command of the *Cumberland*, of 60 guns, which he soon declined; and chose rather, as better suited to his active turn of mind, to accept that of the *Bridgewater*: some persons erroneously say he commanded the *Sheerness*, a frigate of 24 guns, stationed in the channel. In June following, he distinguished himself exceedingly in the attack and capture of several privateers and their prize, of which brilliant action there is the following account in an official letter from Ostend:

Yesterday afternoon Lord George Graham, in his Majesty's ship the *Bridgewater*, of 24 guns, Captain Gordon, in the *Sheerness*, of 24 guns, and Lieutenant Ferguson, in the *Ursula* armed vessel, of 16 guns, anchored in sight of this town. This morning about half past one, the town was alarmed with firing, which arose from the three above-mentioned ships being engaged with three Dunkirk privateers, the *Royal*, of 28 guns, the *Duchess de Penthièvre*, of

vice in which that ship was engaged after Mr. Barrington's first connexion with it, was as one of the convoy to the outward-bound Turkey fleet; and soon after his return from that voyage he removed into the *Leopard*, a fourth rate, of 50 guns, one of the fleet employed on the Mediterranean station.*.

36 guns, a dogger of 12 guns, and seven prizes, which they had taken, and were carrying to Lunkirk.

The fight was obstinate till about four o'clock, when the four large prizes, three of them Virginia ships, struck to the *Sheerness*, the two large privateers to the *Bridgewater*, two Bremeners and a Scotch brig to the *Ursula*, but the dogger privateer made her escape. The *Bridgewater*, *Sheerness*, two large privateers, and four large prizes, struck the ground, but were all got off the following tide, except one of the privateers.

He was immediately after this promoted to the *Nottingham*, of 60 guns, and in the course of a short cruise, on which he immediately proceeded, sunk a large French privateer, called the *Bacchus*; all the crew were, however, saved, except the Lieutenant. His Lordship was taken ill on his return into port, and unhappily did not long survive this exploit, dying January 2, 1746-7.

It is elsewhere remarked, that from a multitude of concurrent testimonies, he appears to have been an officer who attained a great share of popularity, and was indeed very deservedly the idol of all seamen who knew him, as well on account of the high opinion entertained of his gallantry, as an invincible fund of good humour, which latter quality conciliated the affections of men in the same degree that the first related excited their admiration and esteem.

* This ship was then commanded by Lord Forrester, which Nobleman was the eldest son of George, fifth Lord Forrester, who was a military Officer, and signalized himself in a very remarkable manner under the Generals Wills and Carpenter, at Preston, in Lancashire, during the rebellion which broke out in 1715. As a reward for his very great bravery, he was advanced to be Colonel of the fourth troop of Horse Guards. George, his son, the sixth Lord Forrester, having entered into the navy, was on the 24th of November 1741, promoted to be Captain of the *Biddeford* frigate. He was soon afterwards ordered to Gibraltar and the Mediterranean, on which station he continued during the following year; during this time no mention is made of him, except his having been concerned with Captain Norris of the *Kingston*, in the capture of two Spanish prizes, the *St. Antonio* and *Senora Rosaria*, which they carried into Gibraltar. Early in the year 1742, he became Captain of the *Leopard*, of 50 guns, and still continued on the same station, where, in the month of August, he captured a valuable prize. Of this circumstance he gave the following report in a letter written to the Secretary of the Admiralty, which is worthy of insertion as well on account of the fact itself, as of the singular style in which the memory of it is preserved:

On the 9th instant, between Cape St. Mary's and Cadiz, I saw a ship stemming right in for the latter place, and as she lay immediately in my route, I fired two shot at her, and brought her to. On examination, I found her to be a Spaniard, of about two hundred and odd tons, laden with logwood, cochineal, and cocoa, and several other sorts of dyes, the names I do not know, Canary wines, four camels, and a great present, yet unknown, for the King of Naples;

Mr. Barrington continued there and in the same ship till the year 1746, and then returned to England, having been a short time before promoted by Admiral Rowley to the rank of lieutenant; but neither is the time known with precision when this advancement took place, nor the name of the ship to which he was appointed.

At the latter end of the year 1746, or the beginning of the ensuing, he was raised to the rank of commander, and appointed to the *Weazle* sloop, from whence he experienced a still farther promotion on the 29th of May 1747, when he became a Post Captain, being commissioned to the *Bellona*, a fifth rate, of 30 guns. This vessel had been a private ship of war, captured from the French a short time before, but being thought an excellent sailer, and well fitted for war, was received into the Royal Navy. Soon as Captain Barrington had entered upon his command, being then scarcely more than eighteen years old, he was ordered out on a cruise off Ushant, and distinguished himself exceedingly in a very smart action which took place on the 18th of August following, between the *Bellona* and the *Duke de Chartres*, a French East India ship of considerable force.

Of this encounter the following official particulars are given :

At nine in the morning his Majesty's ship *Bellona*, commanded by the Honourable Captain Barrington, gave chase to a sail standing to the eastward, and at one discovered her to be an enemy. In three quarters of an hour the chase hoisted French colours, and fired at the *Bellona*, which Captain Barrington, not thinking himself near enough,

as also a bishop, a priest, a Spanish general, and other officers, with great sums of piastres.

He is said to have continued Captain of the *Leopard* till the beginning of the year 1745, when he was promoted to the *Defiance*, of 60 guns. Having unhappily contracted an habit of intemperance, which occasionally rendered him very unfit for command, and betrayed him into several breaches of duty; his misconduct at last became so apparent and glaring, that he was brought before a Court Martial, of which Mr. Griffin was President, held on board the *Tilbury*, at Portsmouth. The charge against him being incontrovertibly proved, he was sentenced to be dismissed the service on the 28th of March 1746. He did not long survive this disgrace, the cause of which all benevolent men, while they condemn, must at the same time compassionate.

did not return (being but just within point-blank), till about two o'clock, when Ushant bearing E. distance three leagues, he began to engage her closely, and continued to do so till half past four, when she struck. She proved to be a French East India ship from port l'Orient, called the Duke de Chartres, of 700 tons, 30 guns, nine and twelve-pounders, with one hundred and ninety-five men, laden with beef, flour, brandy, wine, and oil, and had on board three mortars, and a great number of shells.

Killed of the French	25	Wounded 18
Bellona	3	7

Not long after the return of Captain Barrington into port with his prize, at least before the conclusion of the then current year, he removed into the Romney, a large fifth rate, mounting 44 guns, in which ship he continued till the conclusion of the war; but unfortunately without meeting with any second opportunity of distinguishing himself so conspicuously as he had before done. Not long after the cessation of hostilities he was appointed to the Sea-horse, of 20 guns, and ordered to the Mediterranean with the late Admiral Keppel, who was appointed to command on that station, with the established rank of Commodore; while employed in that quarter he was particularly occupied in the civil capacity of a negotiator with the different piratical States of the coast of Barbary for the ransom of many British subjects who had been captured at different times, and were then held in a state of slavery. This occupation, melancholy and disagreeable as it might on some accounts be considered, was on others far from unacceptable to a man of Mr. Barrington's benevolent turn of mind.—After much difficulty he prevailed in effecting his purpose, if not so completely as he himself might wish, at least he succeeded as well as the peculiar nature of his commission allowed, which appears by the following extracts from official documents:

Gibraltar, Aug. 16, 1750.

In four or five days Captain Barrington will sail from hence in a man of war for Tetuan, and will carry with him Mr. Pettigrew, his Britannic Majesty's Consul General to Morocco, Fez, and the Algarves, in order to treat for the redemption of all British captives which are now in slavery at those places.

Gibraltar, Oct. 9, 1750.

Yesterday Captain Barrington, in the Seahorse man of war, returned hither from Cadiz, having on board a considerable sum of money, to be applied for the redemption of all the British subjects who are in slavery at Tetuan.

Gibraltar, Dec. 9, 1750.

Captain Barrington in the Seahorse man of war, who sailed from hence on the 7th instant in the morning for Tetuan Bay, in order to bring over the British slaves, is returned hither this morning, and has brought with him Mr. Latton, and twenty-seven captives.

On his return from the station last mentioned, he was appointed to the Crown, a fifth rate, of 44 guns, and ordered to the coast of Guinea, a quarter, more particularly in time of peace, where he could have no opportunity of being otherwise than very uninterestingly employed. He did not however, long remain on that station, and immediately on his return to England was promoted to the Norwich, a fourth rate, of 50 guns, one of the ships ordered to be put into commission and equipped for immediate service, in consequence of the various encroachments made by the French on the British settlements in North America. The squadron destined on this occasion to assist in punishing the insult which the honour of the nation and the property of plundered individuals had received, was put under the command of Commodore Keppel, who was intrusted at the same time with the protection of a fleet of transports, having on board a number of troops with their camp equipage and artillery. This army was commanded by the brave but rash and imprudent General Braddock; and the quarter in which it was destined to act, being so far removed from the coast as to render any plan of co-operation impossible, the naval transactions of that expedition were necessarily confined to the mere protection of the troops on their passage, and providing for their different wants, far as circumstances would permit, after they were landed.

Captain Barrington, after having remained for a short time subsequent to his return to Europe without holding any commission, was, in 1757, appointed to the Achilles, a new ship

of 60 guns, one of the fleet destined for the home or channel service. As soon as it was equipped, he was ordered on the successful expedition sent against Rochfort. Independent of that reluctance with which it is natural for all people to enter into any detail of an occurrence on which the wishes and expectations of a whole nation, after being anxiously fixed, were chilled by the severest disappointment, Captain Barrington was so trivially concerned in it, as to render any enlarged account of the transaction irrelevant and improper. He was afterwards employed as a channel cruiser during the remainder of the year, and at the commencement of the ensuing, was occupied in a similar kind of service, under the orders of Captain Pratten, who was senior Officer of one of the small squadrons which were constantly kept in the channel and off the coast of France, to prevent as much as possible the depredations that might otherwise have been committed by the enemy's cruisers.

This little armament had the good fortune to fall in with the *Raisonable*, a French ship of war, mounting 64 guns, which the *Dorsetshire*, commanded by Captain, afterwards Sir Peter Denis, was immediately ordered to chase, but in consequence of its being discovered that the object of pursuit was a very large vessel, Captain Barrington was ordered to follow in pursuit, and support the *Dorsetshire* if necessary. The superior sailing of the latter ship, and the briskness of her attack, prevented Captain Barrington from acquiring that opportunity of distinguishing himself which his gallantry and natural spirit flattered him with the hopes of, when first ordered to pursue. He continued occupied in the same line of active service till the year 1760, when he was ordered to Louisburg, which fortress had not long before been captured from the enemy. Previous, however, to his quitting a station on which he had been so long employed, he had the happiness in the month of April 1759, of falling in with a French ship of war, called the *St. Florentine*, which was of equal force with the *Achilles*. After a short chase he got close up with his antagonist, whom he brought to a very close

action, which was closed after a continuance of contest for two hours, by the surrender of the enemy.

The peculiar manner and address with which the *Achilles* was manœuvred during the encounter, reflected a brilliancy on the character of her commander superior, if possible, to the lustre produced by any cotemporary achievement. Furious and uninterrupted as the action had raged for so long a space of time, two persons only were killed, and twenty-three wounded among Mr. Barrington's crew; while on board the French ship the carnage had exceeded five times that number; the vessel itself being reduced at the same time almost completely to a wreck, not only by the loss of all her masts, but by the extreme injury she had received in her hull. Prudence and ability, connected with a proper portion of spirit, render the character of a commander perfect; and in few men have these united qualities appeared with greater advantage than they did in that of Captain Barrington, on the different occasions he met with of displaying them.

After the return of Captain Barrington from Louisburg, at the close of the year 1760, the *Achilles* was taken into dock for repair, a necessary operation, in which the greatest part of the winter was consumed. As soon as it was completed, he was ordered to put himself under the command of Commodore Keppel, with whom he accordingly proceeded on the Expedition undertaken against Belleisle. Here he again signalized himself, particularly in the attack of one of the forts situated near the shore, which had it not been previously silenced, would very materially have incommoded the troops during their debarkation. As a mark of Mr. Keppel's esteem for his conduct, he was chosen by that gentleman to be the bearer of his official dispatches, in which he pays Captain Barrington the following concise and well deserved compliment, "Captain Barrington having been employed in many of the operations on this service, I have sent him home with this letter, and beg, Sir, to refer you to him for the particulars." He continued in the same

ship till nearly the conclusion of the war, but was, generally speaking, very uninterestingly employed, owing to that inaction of the enemy, which was naturally consequent to the heavy losses their Marine had sustained.

In the early part of the year 1762, he served in the small armament to which those causes which have been just mentioned had enabled Britain to reduce her naval force stationed in the channel, but before the actual cessation of hostilities took place, he was appointed to the *Hero*, of 74 guns, one of the ships employed in the same line of service the *Achilles* had been, and under the same Flag Officer, the late Sir Charles Hardy. His ship being put out of commission and dismantled as soon as the definitive treaty of peace had taken place, Mr. Barrington did not take upon him any subsequent command till the year 1768, when he was appointed to the *Venus* frigate, of 36 guns, which was at that time considered as the finest ship of her class, which had ever belonged to the British Navy.

The cause of this appointment was, in order that Captain Barrington might act as instructor or tutor to his Royal Highness the late Duke of Cumberland, who had then determined on entering into the naval service. No person more fit or more capable of undertaking such a charge, could have been found. The preparatory service in the navy, far as regarded a personage of his Highness's elevated rank, was at that time a mere matter of form, for it had been customary, as in the case of his Royal brother the Duke of York, to promote Princes to the rank of Flag Officers, almost as soon as those temporary inconveniences generally experienced by persons on their first going to sea, had worn off. But in proportion as this preliminary service was dispensed with and shortened, by so much the more did it become incumbent on the preceptor to be diligent in communicating his instructions, and on the pupil to be attentive in receiving them. This appointment, therefore, which by some persons might be cursorily passed over as a circumstance of trivial or no consequence, will be found on closer examination, one of

the greatest compliments that could have been bestowed on him.

Captain Barrington, that the rules of the service might be preserved, at least on such occasions as it had been uncustomary to dispense with, resigned the command of the *Venus* for a few days, in the course of the month of October following his appointment, in order to afford an opportunity to his Royal pupil of being promoted to the rank of Post Captain. The Duke being quickly afterwards advanced to the station of Rear Admiral of the Blue, Mr. Barrington resumed his former station as commander of the *Venus*, and had the honour of attending his Royal Highness to Lisbon. After his return to England, he continued without holding any commission till the year 1771, when, in consequence of an apprehended rupture with Spain relative to the Falkland Islands, he was appointed to the *Albion*, of 74 guns, one of the ships ordered to be equipped at Chatham on that occasion. The dispute being accommodated, the ship just mentioned was ordered to be retained in commission as a guardship stationed at Plymouth, where Captain Barrington continued to command her during the three succeeding years.

In 1777, all prospect having vanished of terminating the contest which had then so long subsisted between Great Britain and the American Colonies, and it becoming every day more and more probable that France had resolved on becoming a party in the dispute, Great Britain applied herself with no inconsiderable degree of earnestness to the equipment of a formidable naval force. Mr. Barrington was accordingly commissioned to the *Prince of Wales*, a third rate, of 74 guns, one of the ships ordered to be fitted for immediate service. As soon as the ship was ready for sea, it was ordered out on a cruise in the Bay of Biscay, for the purpose of distressing the American commerce, and met with no inconsiderable share of success. Mr. Barrington, however, was on the point of engaging in a far more active scene,

which consequently was much more agreeable to his active turn of mind. Being promoted on the 23d of January 1778, to the rank of Rear-Admiral of the White, he hoisted his flag on board the same ship, and proceeded to the West Indies, having been invested with the chief command of the naval force employed in that quarter, as successor to Admiral Young. The rupture with France, an event which had been so long meditated by that country, and considered as inevitable by Britain, having commenced in 1778, the force under the orders of the Vice-Admiral became totally inadequate to the protection of such valuable possessions as the West India islands. Mr. Hotham was accordingly detached to reinforce him from North America, with two ships of 64 guns *, three of 50 guns each †, and a bomb-ketch. This squadron also served to convoy to the West Indies, which were then very ill-garrisoned and provided with troops, a fleet consisting of fifty-nine transports, having on board a considerable land force, intended not merely for the protection of the British possessions, but the annoyance and attack of any colonies, the property of the enemy, which should be considered as vulnerable.

A junction being happily formed with Mr. Barrington at Barbadoes, where he had collected the whole force under his command, which previously consisted of no more than two ships of the line, the Prince of Wales and Boyne, with six or seven small frigates and sloops of war, it was resolved to commence operations against the enemy, by an immediate and powerful attack on the French Island of St. Lucia. Scarce had the troops obtained a footing on the island, when the whole attention of the Admiral was through necessity diverted to a sudden, though not totally unexpected enemy, in the Count d'Estaing, who had arrived at Martinico a few days before. The following plain unadorned account, officially given by Mr. Barrington, of the principal transactions

* The St. Albans and Nonsuch.

† The Isis, Centurion, and Preston.

which took place on this eventful occasion, cannot fail of proving interesting in the extreme, to every lover of his country, and every admirer of gallantry :

Prince of Wales, in the Grand Cul de Sac in the Island of St. Lucia, December 23, 1778, at Night.

SIR,

In my letter of the 24th of last month from Barbadoes, I informed you of the Venus's arrival there, with an account of Commodore Hotham's being on his way to join me ; and you will now please to acquaint my Lords Commissioners of the Admiralty, that the Commodore arrived there the 10th instant, with his Majesty's ships the Nonsuch, St. Albans, Preston, Centurion, Isis, and Carcass, and fifty-nine transports ; having on board 5000 troops, under the command of Major-General Grant.

To save time and prevent the confusion naturally arising from a change of signals among the transports, I adopted those of the Commodore, and directing him to lead with the landing division, put to sea the 12th in the morning, in order to carry into execution their Lordships secret instructions, and about three o'clock on the following day anchored here with the whole squadron ; except the Ariadne, Ceres, Snake, Barbadoes, and Pelican, which I had stationed along the coast to intercept any vessels attempting to escape from the Island.

More than half the troops were landed the same morning, under the direction of the Commodore, assisted by the Captains Griffith, Braithwaite, and Onslow, and the remainder the next morning (the 14th), when they immediately got possession of the Carcenage ; and it was my intention to have removed the transports thither as soon as possible, had not that measure been prevented by the appearance of the French fleet under Count d'Estaing, of whom I received notice in the evening, by signal from the Ariadne.

It therefore became necessary to secure the transports as well as we could in the Bay, and the whole night was accordingly employed in warping them within the ships of war, and disposing the latter in a line across the entrance in the order they stand in the margin * ; the Isis to windward, rather inclining into the Bay, and the Prince of Wales, being the most powerful ship, the outermost to the leeward, with the Venus, Aurora, and Ariadne, flanking the space between the Isis and the shore, to prevent the enemy's forcing a passage that way.

Almost all the transports had fortunately got within the line before half past eleven in the morning of the 15th, when the Count

* Isis, St. Albans, Boyne, Nonsuch, Centurion, Preston, Prince of Wales.

thought proper to bear down and attack us with ten sail of the line, happily without doing us any material injury, and at four in the afternoon he made a second attack upon us with twelve sail of the line, with no other success, however, than killing two men and wounding seven on board the Prince of Wales, and wounding one also on board the *Ariadne*, who is since dead; but I have reason to believe the enemy received considerable damage, as their manœuvres betrayed great confusion, and one of their ships in particular, which fell to leeward, seemed disabled from carrying the necessary sail to get to windward again.

The next day (the 16th), the Count shewed a disposition to attack us a third time, but on the appearance of a frigate standing for his fleet with several signals flying, he plied to windward, and in the evening anchored off Gros Islet, about two leagues from us, where he still continues, with ten frigates, besides his twelve sail of the line. Notwithstanding this superiority of force, he has been accompanied from his first appearance, by several American privateers, one of them commanded by the outlaw Cunningham, who last winter infested the coast of Portugal.

That night and the following day, the enemy landed a large body of troops from a number of sloops and schooners, which had anchored in Du Choc Bay, and on the 18th made a spirited attack both by sea and land on our post at the Careenage, but met with a very severe check, having been repulsed with great courage by a small detachment of our troops under Brigadier-General Meadows.

They have attempted nothing of consequence since, and what may be their future plan of operations I cannot conjecture; but their continuance at anchor has offered us an opportunity not only of getting in all the cruisers, except the *Ceres*, and all the transports except one (with only the baggage of the officers of three companies on board), which has fallen into the enemy's hands, but also of strengthening ourselves by warping the ships of war farther into the Bay, and making the line more compact, removing the *Venus* astern of the Prince of Wales to flank that passage, and erecting batteries at each point of the Bay, that to the northward under the direction of the Captains Cumming and Robertson, and that to the southward under Captain Ferguson.

This being the situation of the squadron, and the army being in possession of all the strong holds in the neighbourhood of the Bay, such a spirit of cheerfulness, unanimity, and resolution, actuates the whole of our little force, both by land and sea (notwithstanding the amazing fatigue they have undergone), that we are under no apprehensions from any attempts the enemy may meditate; and from the

accounts which have been transmitted to me from Captain Linzee of the Pearl, who arrived at Barbadoes the 13th instant, that Vice-Admiral Byron was to sail from Rhode Island for Barbadoes, the 19th of last month, with sixteen sail of the line and several frigates, there is every reason to hope he will soon be here, in which case affairs in this country must take a very decisive turn in favour of his Majesty's arms.

Should any unforeseen accident, however, prevent the Vice-Admiral's arrival, their Lordships will, nevertheless, be pleased to assure his Majesty, that every thing which can possibly be done by so small a body of troops and so few ships, against a force so very superior, will be effected.

I cannot conclude my letter without acquainting you, that in all probability our operations here, have hitherto saved the Islands of St. Vincent and Grenada, which we understand from some officers who are prisoners, were the objects of Count d'Estaing's expedition, when a sloop that had escaped from this island falling in with him, and giving him notice of our being here, directed his attention towards us.

I am, &c.

SAM. BARRINGTON.

P. S. I have the satisfaction to add, that this morning the squadron got possession of an American privateer of eighteen guns, called the Bunker Hill, which at day-break was discovered within reach of our guns, and having struck upon finding she could not escape, the boats towed her within the line before any of the French fleet could get to her assistance. She sailed from Salem the 2d instant, and was intended to cruise fifteen leagues to windward of Barbadoes, but had missed that island and fallen to leeward.

December 24, 1778.

SAM. BARRINGTON.

Philip Stephens, Esq. Secretary to the Admiralty.

The critical situation in which the Admiral found himself placed on this occasion, was such as to call for the utmost exertions and demand the greatest vigour both of body and mind. Attacked by an enemy's fleet more than doubling his own in force, he had not only the safety of his ships to attend to, but his anxiety received considerable augmentation from the reflection that the preservation of an army, on whose fate that of all the British possessions in that quarter depended, rested merely on the event, not barely of his baffling or evading the force of the attack, but of his repulsing the assailants with disgrace. His own abilities, se-

conded by the bravery and intrepidity of those whom he commanded, proved fully competent to the execution of this apparently arduous task. Foiled in every attempt, the French commander in chief, after a series of reiterated attacks, made in his amphibious capacity of Admiral and General; by sea and land, all of which ended in his discomfiture; was obliged to retreat from the fury of an antagonist, the inferiority of whose force almost induced contempt previous to the actual commencement of the first attack.

The ensuing brief and modest account of the circumstances which attended this memorable event, will probably transmit it to posterity with more advantage than any other more enlarged and florid detail :

*Prince of Wales, in the Grand Cul de Sac, in the
Island of St. Lucia, January 6, 1779.*

You will herewith receive the duplicate of a letter I wrote to you the 23d and 24th of last month (No. 23), and dispatched to Governor Hay of Barbadoes, to be forwarded from thence to England by some fast sailing vessel, that my Lords Commissioners of the Admiralty might have it in their power to refute any misrepresentation which Count d'Estaing may have transmitted to his Court of the situation of his Majesty's forces in those seas.

From the state of inactivity in which the Count continued for several days after, I began to conceive it was his intention to form a blockade, with a view of starving us into a surrender ; but to my utter astonishment, on the morning of the 29th (having re-embarked his troops during the preceding night), he retired with his whole force towards Martinique, and left us in quiet possession of the Island, which capitulated whilst his fleet was still in sight, upon the terms I have the honour to inclose.

I should be very much wanting, were I on the present occasion to omit acknowledging the assistance I received from Major-General Grant, and the forces under his command, as well as expressing my entire satisfaction with the conduct not only of Commodore Hotham, the several commanders, and the rest of the officers of the squadron, but also of the people in general, who never in the least repined at their precarious situation, and the difficulties they hourly encountered, but still performed their duty with alacrity and spirit, Sensible of the additional fatigue the troops underwent in occupying more extensive posts for the security of the squadron than there would otherwise have been occasion for, the seamen laboured with the utmost cheerfulness in

conveying provisions, &c. for them through roads that were almost impassable.

I likewise beg leave to mention to their Lordships, the very great assistance I received from Captain Barker, the Agent of transports, and the services of Lieutenant Governor Stuart, of the Island of Dominica, who has done me the favour of officiating as an honorary aid-de-camp between the General and myself. He accompanied me upon this expedition in hopes that his Majesty's arms might afterwards be employed in recovering that island, where, from his perfect knowledge of it, he must be particularly useful, and therefore offered himself as a volunteer.

What has become of the enemy's fleet since its departure from hence, I have not had it in my power to learn, but I hope Vice-Admiral Byron, who, I have the pleasure to acquaint you, arrived here this morning, with nine sail of the line, will very soon be able to give their Lordships that information; and that Rear-Admiral Sir Peter Parker, and the Governor of Jamaica, may be upon their guard in case of its appearance in those seas, I have sent the *Ariadne* to Antigua with letters, to be forwarded from thence by some fast sailing vessel, which I have requested Governor Burt to dispatch for that purpose.

I have great satisfaction in hearing since the capitulation, that when Count d'Estaing was directed hither by the sloop I mentioned in my letter, he was bound first of all to Barbadoes, in expectation of finding there only the Prince of Wales, the Boyne, and some frigates, of which he had received intelligence from a French flag of truce I had ordered away immediately on the arrival of the *Venus*.

I am sorry to add, that the *Ceres*, which was missing when I sent away that letter, appears by the *Martinique Gazette*, to have been taken, after a chase of forty-eight hours, by the *Iphigenie*, a French frigate, of 36 guns, but I have no account of it from Captain Dacres, or any of his officers.

I cannot help regretting the loss of this sloop, not only as she sailed remarkably well, but as Captain Dacres is an officer of infinite merit; I have, however, in order to replace the *Ceres*, as the Bunker Hill privateer has the reputation of being a fast sailer (which her log-book confirms), commissioned her as a sloop in his Majesty's service, by the name of the *Surprise* (being expressive of the manner in which she came into our possession), and appointed Lieutenant James Brine, First Lieutenant of the Prince of Wales, to be master and commander of her, with a complement of 125 men. She mounts eighteen carriage and eight swivel guns.

For further particulars I beg leave to refer their Lordships to Captain Robertson, of the *Weazel*, who will have the honour of despatching.

livering these dispatches, and whose conduct as an officer merits their Lordships' protection, as well as every favour they can possibly shew him.

I am, &c.

SAM. BARRINGTON.

When the reflecting mind of a Briton shall coolly and deliberately draw a comparison between the termination of this contest, and of that, which under nearly similar circumstances, took place twenty years afterwards on the coast of Egypt, it becomes as it were bewildered between gratitude and admiration, whether the former alone is to be poured forth in acknowledgements, that those events were solely conducted by a predisposing Providence, succouring the weak and punishing the guilty, or the latter should claim some share in the effusions of the heart beholding the extent of that fortitude, prudence, and general ability, with which the supreme directing Power can, and does on special occasions, influence and direct the minds and the exertions of its humble though favoured agents.

The attention of the Admiral during the foregoing perilous service was not, as is apparent from the latter part of his dispatch, coldly confined to the narrow limits of his own command, but prudently extended to every quarter where supposition could suggest the vengeance of an irritated and disappointed foe was likely to fall; but, as is also explained in the same dispatch, the apprehension of any future attack from the enemy in that quarter had been completely quieted by the arrival of Vice-Admiral Byron with his squadron, from North America. The gentleman last mentioned being of higher rank in the service than Mr. Barrington, naturally took upon him the chief command, on which occasion he paid the following proper and well deserved compliment to the abilities of his predecessor.

"As I found it necessary," said Mr. Byron, "to take the Prince of Wales, and all the ships of the line, with me to meet Mr. d'Estaing, upon his coming out of Fort Royal Harbour; Rear-Admiral Barrington (who had shifted his

flag to the Isis), expressed a desire to return to the Prince of Wales, and act with me rather than remain at the Cul de Sac: I granted his request, and must acknowledge myself very unhappy at being so circumstanced as to be under an indispensable necessity of interfering with a command intrusted to an officer, who has done his duty with singular advantage to his country and honour to himself."

Thus did the active spirit of this gallant Gentleman voluntarily court, as it were, danger and fatigue, because he conceived it probable, an opportunity might occur of his being able to render service to his country. Mr. Barrington continued to act as second in command of the fleet long as he remained on that station, and was, on the 19th of March following, advanced to the rank of Rear-Admiral of the Blue. For several months the British armament was obliged to content itself with the troublesome task of watching the motions of the French fleet in Port-Royal, and preventing the possibility of its effecting any mischief against the British possessions, by any small squadrons which might be detached from it. As summer, however, advanced, affairs appeared to wear a more serious aspect, and promise an appearance of some more active scene.—This appearance was, unfortunately from the events which attended its realization, not fallacious. The Count d'Estaing, who had been considerably reinforced from Europe, till the armament under his orders had swelled to nearly thirty ships of the line, took advantage of the partial absence of the British fleet from its station off Martinico, and put to sea with his whole force. A considerable body of land forces had been taken on board the ships previous to their putting to sea; for the French commander in chief had projected an attack on several of those British Colonies, which appeared in the most defenceless state. The superiority of his force enabled him to execute his project with success, for he made himself master of St. Vincents and Grenada, which the counter attack made by Mr. Barrington on St. Lucia, had on a former occasion preserved,

The moment Mr. Byron became informed of the French fleet being at sea, he immediately sailed in search of it, though the force under his orders was nearly one-third inferior to that of the enemy. Mr. Barrington commanded, as the post naturally allotted to the rank he held, the van division, and the two fleets having met off Grenada on the 6th of July, he began the action by a most spirited attack on the enemy, in which he was very bravely supported by the Sultan and Boyne. When the comparative strength of the two fleets is considered, it might at first be thought an act somewhat bordering on rashness, to attempt bringing the issue of the campaign to such a decision. But Mr. Byron, well aware that the situation of public affairs demanded a speedy exertion, and feeling that a victory might be attended by the most solid advantages, while even a discomfiture, though of the worst kind he could forebode, would be productive of little inconvenience, resolved to engage them, though his force amounted to no more than twenty-one ships of the line, many of them sixty-fours, and much out of condition, opposed to twenty-seven ships under the Count d'Estaing, all of them in good repair, and very few of less force than 74 guns.

The Count, in addition to that advantage which he derived from his superiority of force, possessed the weather-gage, and being resolved that nothing should divert his attention from the favourite object, very cautiously avoided any thing like a close action, so that, notwithstanding the very spirited manner in which Mr. Barrington and his companions assailed the enemy, the contest ended without any important benefit being obtained by either party. But though the general termination of the encounter was such that Britain derived no advantage from it, except the honour of having compelled so superior a force to decline all further contest, may be deemed one; few superior instances of personal exertion have ever been displayed than were on that occasion. The van of the foe fled in dismay from the tremendous fire of the Prince of Wales, and its

associates, for the subsequent caution appeared nearly as much owing to an apprehension of encountering too closely that hardy spirit of which the enemy had received so strong and powerful a proof, as it did to any other secret plan of future operations, then buried in the bosom of their commander in chief.

Among the ships which were enabled to close so sufficiently, as to share in the laurels earned in consequence of this event, was to be reckoned the *Lion*, of 64 guns, at that time commanded by Captain, now Admiral Cornwallis. She had the misfortune to be reduced almost to a wreck, and being nearly unmanageable, was, when in this deplorable situation, attacked by a French ship, of 80 guns, which bore down with a very evident intention of raking her. Dreadful was her condition, and nothing short of the most prompt and spirited exertions could possibly have preserved her from destruction almost instantaneous, for the only opposition that could have been made by Captain Cornwallis to so powerful an attack, was from four guns, which were all that could be brought to bear from the *Lion* on this new and tremendous antagonist. Admiral Barrington saw the danger, and with the most marked decision resolved to parry the stroke. He immediately put his helm a-weather, and bearing down on the French ship, had the good fortune to interpose his own broadside at the instant the enemy was preparing to throw the whole of his fire into the *Lion's* stern. Having thus sustained the first shock of the enemy's fury, Mr. Barrington immediately began to attack the assailant, and retaliated on him so severely, that after a very warm but short action, the French ship thought proper to sheer off in a very shattered condition.

So heavy a share did the *Prince of Wales* sustain in the whole of this engagement, which could by no means be considered as a generally serious action, that seventy-two persons on board that ship, were either killed or wounded; among the latter was the Admiral himself; fortunately for his country, for his numerous friends, and for himself, the

injury he sustained was too slight to affect his future health. The Admiral returned to England not long afterwards, and did not hold any subsequent appointment till the middle of the ensuing summer, when he was nominated second in command of the main or channel fleet, under Admiral, afterwards Sir Francis Geary. He did not long retain this station, having quitted it after a short cruise, in consequence of Mr. Geary being obliged to resign his command in consequence of ill health, and his own unwillingness at that time to take upon himself so responsible a situation as that of commander in chief. On the 16th of September in this year, he was advanced to be Vice-Admiral of the White, and after a retirement of nearly two years continuance, re-hoisted his flag, in the month of April 1782, on board the *Britannia*, a first rate, being appointed once more to command in the home or channel fleet,

Intelligence had been received by the British Ministry just before this time, that a convoy was then on the point of sailing from the Port of Brest bound to the East Indies, Mr. Barrington was ordered to put to sea in the hope of his being able to intercept them. He accordingly sailed from Spithead on the 13th of April, with the following ships under his command :

Britannia,	Guns 100	{ Admiral Barrington. Captain Hill.
Royal George,	100	{ Admiral Kempenfelt, Captain Cromwell,
Ocean,	90	—— Phipps.
Union,	90	—— Dalrymple,
Foudroyant,	80	—— Jervis.
Edgar,	74	{ Commodore Elliot, Captain Moutray.
Alexander,	74	—— Lord Longford,
Bellona,	74	—— Onslow.
Fortitude,	74	—— Keppel.
Goliah,	74	—— Sir H. Parker.
Sampson,	64	—— Harvey.
La Prudent,	36	—— Lord Fitzgerald.
Recovery,	32	—— Hon. G. Berkeley,
Crocodile,	24	—— King.

He had the good fortune to fall in with the object of his pursuit on the 20th of the same month. The force of the enemy consisted of two ships, of 74 guns, the *Protecteur* and *Pegase*; L'Andromaque frigate of 32 guns, L'Actionnaire, of 64 guns, *armé en flute*, with seventeen or eighteen vessels under their convoy, the whole bound to the East Indies. Through the activity of the officers acting under the orders of Mr. Barrington, the *Pegase**, the *Actionnaire*, and twelve of the inferior vessels were captured. Mr. Barrington continued in the same station, but rather uninterestingly employed, till the month of September, when he sailed from Spithead as second in command of the formidable fleet sent under the orders of Lord Viscount Howe, to attempt the relief of Gibraltar, then closely pressed on the land side by a Spanish army, while the combined fleets of the enemy, amounting together to nearly fifty sail of the line, blockaded it by sea, and flattered themselves with the hopes of being able to prevent the introduction of any succour whatever.

The events of this momentous crisis are briefly given by Captain Drinkwater in the following terms: "The intelligence of Lord Howe being so near, now, for the first time, gave us sensible pleasure; not so much on account of our personal situation, as of the advantage which the enemy's recent misfortunes would give his Lordship over his opponents, as well toward accomplishing the object of his orders, as affording him a farther opportunity of acting as his Lordship's well known abilities might dictate. We were so elated by our enemy's distress, that some were so sanguine as to anticipate the most glorious conclusion of the war, and of our own sufferings. Our hopes, however, were soon depressed, by the intelligence of Lord Howe's great inferiority in number. Thirty-four sail to oppose forty-two, which still remained at anchor in the Bay, gave us reason to be apprehensive for the safety of the British

* For a particular account of the capture of this ship, see the *Memoirs of Earl St. Vincent*, page 9.

fleet. The navigation of the Straits was so precarious that if his Lordship once entered the Mediterranean, he might probably be prevented from returning for a considerable time; and the enemy, though now distressed, might, by the assistance of the camp, soon refit, and attack him under every advantage.

"About sunset, several large ships were discovered through the haze, and soon afterwards, the *Latona* frigate, Captain Conway, anchored under our guns, and informed us that the ships to the Gut were the van of the British fleet, commanded by Lord Howe, consisting of thirty-four sail of the line, including eleven three-deckers, with six frigates, and thirty-one ordnance transports, and a reinforcement of upwards of 1600 men for the garrison. Captain Conway farther told us of the anxiety which prevailed at home, relative to the situation of Gibraltar; and that it was only off the southern coast of Portugal that Lord Howe had his doubts removed, by receiving intelligence of the enemy's late defeats. This welcome information, he said, was accompanied by advice, that 'the combined fleets had taken their station in the bay of Gibraltar, resolutely determined to prevent, if possible, the intended relief.' We learned that upon receiving the latter intelligence, the Admirals and principal officers were summoned on board the *Victory*, where particular instructions and orders were communicated, in expectation of an engagement, which was considered as unavoidable.

"Although the enemy's signals for the approach of the British fleet were made early in the afternoon, yet the Spanish Admiral exhibited not the least appearance of opposition to any reinforcements being sent into the Bay. This favourable opportunity was, however, lost; owing, as Lord Howe expresses in his official letter, to the want of timely attention to the circumstances of the navigation. Only four or five transports reached the Bay, the rest, with the fleet, were carried by the current into the Mediterranean. At night, or early on the 12th, Captain Curtis sailed in the

Latona, to inform Lord Howe of the calamity which had befallen the enemy's fleet. At noon, the British fleet appeared in good order off Estepona or Marbella, and the transports, with the frigates, were working to windward to gain the Bay. As they approached the isthmus, the enemy saluted them from their mortars, and fired upon them from behind the eastern advanced guard-house.

"While the British fleet, with the transports, were thus critically situated, the combined fleets were active in repairing their damages, and in forming a line of battle along the shore. In the morning, a number of troops were embarked on board them from the camp. Their xebecs, cutters, armed brigs, and gun-boats, also assembled in Sandy Bay, with an intention, probably, of picking up our straggling transports. In the close of the day, however, this fleet of craft returned to their main fleet. At night the Panther man of war, and several transports, anchored in the Bay.

"The British fleet, at day-break on the 13th, was still off Marbella, with the wind at West. About nine o'clock A. M. the Spanish Admiral made the signal for the combined fleets to weigh anchor. By one o'clock, the whole were under weigh. At three, a French Rear-Admiral, being the last of the rear division, cleared the Bay. Their number in all amounted to eighty sail, of which the following, I believe, is an accurate account: six three-deckers, thirty-eight two-deckers, including several fifties; total, forty-four men of war, five frigates, twenty-nine xebecs, cutters, armed ships, and brigs, also two imagined to be fireships. Notwithstanding little doubt was to be entertained of the enemy's intention of leaving the Bay, the Panther man of war remained at anchor, with several officers of the garrison on board, whom the Governor had permitted to act as volunteers in the engagement. When the combined fleets had cleared the Bay, they stood some time to the southward, and leaving a line of battle ship and two frigates to prevent the Panther from joining her Admiral, drove with the current some leagues to the eastward.

They then appeared to edge down toward the British fleet, which was in close line of battle upon a wind with their heads to the southward; the transports, with the frigates which had been beating up, falling behind them to leeward. Thus were both fleets situated at the close of the evening. Before the enemy had totally quitted the Bay, Captain Curtis landed in a small boat from the *Latona* frigate, with 20,000*l.* in specie for the garrison, having narrowly escaped being cut off by the combined fleets. He told us the British fleet were in high spirits, and impatient to engage, notwithstanding the enemy's great superiority. When the combined fleet first appeared in motion, the Spanish prisoners who had been landed from the *St. Michael*, were so overjoyed, that they could not forbear expressing their ecstasies in so riotous a manner, as to call for some severity to confine them within the limits of their camp.

" Part of the combined fleets, in the morning of the 15th, were seen, though the weather was very hazy, off Marbella. The British fleet was out of sight, the *Panther*, nevertheless, attempted to join them. About seven, A. M. the wind came about to the eastward. In the forenoon, nine polacres sailed from the Spanish camp, with troops on board, for Ceuta. This brought to our recollection the critical state of that garrison, both as to men and provisions, when Admiral Rodney was in their neighbourhood in 1780; and the enemy, from embracing this opportunity of sending supplies, appeared not entirely to have forgotten it. About noon, the British fleet was discovered in the offing, to the south-east of Ceuta, standing under an easy sail toward the rock. At night, the *Latona*, with eight or ten transports, anchored in the Bay. They informed us, that the *Buffalo* man of war, with the remaining twelve ships, had separated by order, from the fleet, but had not afterwards joined. This intelligence gave us some uneasiness for their safety, but we flattered ourselves they were gone, agreeably to instructions, to the Zafarine Islands, the place of rendezvous in case the fleets engaged. Captain Conway, after a short conference with the Governor, returned in the morning of the

16th to the British fleet, which was cruising to the eastward of the rock, with the wind at east. The combined fleets were not in sight; we concluded, therefore, they were gone to Malaga to make farther repairs, and join those ships which had been forced from the Bay on the 11th. Since the arrival of the first transports, the garrison had been busily employed in disembarking the supplies. The former had principally brought us only men and ammunition, which probably might, without this supply, have become as scarce articles as the former had been.

“ On the 18th, the wind again came about to the north-east, and the Buffalo, with eleven of the missing transports, arrived in the course of the day. These ships, as we had conjectured, had separated from the fleet, and were proceeding to the place of rendezvous, when, not hearing the engagement, and the wind veering about, they returned, and were very near joining the combined fleets, but discovered their error time enough to rectify it. The missing vessel, they informed us, had been taken by the enemy some days before, off Malaga; and having on board the wives and baggage of the two regiments which were on board the fleets, and were intended for our reinforcement, her capture greatly distressed those corps, and the garrison heartily condoled with them. The Latona, in her return to the fleet, chased and boarded a vessel which proved to be a Spanish fireship. The crew deserting her, were conducted by two gun-boats attending, to a xebec at some distance, which afterward went into Ceuta. The prize was sent into the Bay. About noon, four or five men of war arrived from the fleet, with the 25th and 29th regiments. Lord Mulgrave, who commanded the disembarkation, landed the troops with the greatest expedition under the lime wall at the New Mole, Rosia, and Camp Bays, and returned to Lord Howe off Tetuan. We now learned that the Admiral, having accomplished the object of the expedition, intended to embrace the favourable opportunity of the wind, and immediately return to the westward.

“ At day-break on the 19th, both fleets, to our great astonishment, were in sight; the combined fleets being some leagues to windward. When the British fleet was abreast of the Europa, Lord Howe dispatched the Tisiphone fireship with a farther supply of powder, collected from the fleet. The British fleet afterwards put before the wind, and stood under an easy sail, in close order, to the westward. The van of the combined fleets, composed of French ships, followed with a press of canvass at some distance. By two o'clock, P. M. Lord Howe was out of sight; but the Spanish ships sailing heavily, it was night before they disappeared.”

In the subsequent skirmish which took place on the 20th of October, immediately after the service last mentioned was completed, Mr. Barrington was more materially engaged; the Britannia had a greater number of men killed or wounded than almost any ship in the fleet, the Buffalo excepted, twenty-one of the crew being either killed or wounded. Peace succeeding almost immediately to the return of the fleet into port, Mr. Barrington consequently struck his flag, and held no farther naval appointment till 1790, when, on the apprehension of a rupture with Spain, he re-hoisted it on board the Royal George, on being appointed to the station of second in command in the main or channel fleet, then under the orders of Earl Howe. During the preceding interval of peace he was, in 1785, appointed one of the Board of Land and Sea Officers convened for the purpose of inquiring into a system of national defence, brought forward under the auspices of the Master-General of the Ordnance, and on the 24th of September 1787, was advanced to the rank of Admiral of the Blue.

Far, far, however, more consequential to the character of this good man, than any honours of this kind, well merited, as they certainly were, was his attention to the interests and promotion of a Society instituted for the Relief of indigent Naval Officers, their Widows, and their Children. Unprotected by any public aid, the promoters, among the first and

most active of whom was Mr. Barrington, had to contend with those difficulties which all societies, notwithstanding the benevolence of their tendency, scarcely ever fail to meet with on their first introduction to the world. Nevertheless, such was the assiduity of this friend to distress, and of his no less amiable associates, that in a short time they had the satisfaction of beholding the philanthropic plant thriving under their hands, and diffusing its comforts, far as its strength and magnitude permitted, to all objects who sought its friendly shelter and support.

The dispute with Spain having been amicably concluded without the necessity of even sending the armament to sea, Mr. Barrington struck his flag, and owing to his infirm state of health never took upon him any subsequent command. On the 22d of April 1794, he was, in consequence of a promotion of Flag Officers which then took place, raised to the rank of Admiral of the White, and at the time of his death was senior in that class of officers; the Admiral of the Fleet being the only officer in the service that preceded him. In the month of October 1770, he received the honourable appointment of Colonel to the Chatham division of marines, a station in which he succeeded the late Earl Howe, who was then promoted to be Rear-Admiral of the Blue, and consequently became incompetent to hold that station any longer. Mr. Barrington held that post till his own promotion to the rank of a Flag Officer, in the month of January 1778. In 1785, he succeeded Admiral Sir Thomas Pye then deceased, as Lieutenant-General of the same corps, and on the death of Earl Howe on the 5th of August 1799, succeeded him to the Generalship thereof. Such were his appointments, such were his services, and such were his honours. However worthily and truly the latter were acquired, he gained to himself a far superior title to any that even a monarch could bestow, and as though the family motto had been pointedly applied in allusion to himself:—that of a benevolent and an honest man.

Heraldic Particulars relative to Samuel Barrington, Esq. Admiral of the White Squadron, &c.

His brothers were William, the late Lord; John, a General Officer, who died April the 2d, 1764, and whose son William succeeded to the title, and is now Lord Viscount Barrington; Daines, some time a Welsh Judge, a Gentleman of great worth and ingenuity, who died a short time since; Shute, now Lord Bishop of Durham; Sarah, married to Robert Price, of the county of Hereford, Esq.; Anne, married to Thomas, only son to Sir Thomas Clarges, Baronet; and Mary, who died unmarried. The Admiral himself died at Bath on the 16th of August 1800*, in the 71st year of his age.

ARMS.] Argent, three chevrons Gulcs, a label of three points Azure.

CREST.] A Capuchin Friar Proper, with black hair, a band about the neck Argent; vested Pale of six Argent and Gules; with a cap or cowl, of the same.

MOTTO.] "Honestam quam splendida."

ILLUSTRATIONS OF NAVAL TACTICS,

Drawn from actual Events, and the Success which has attended particular Manœuvres practised in Engagements between two Fleets. From the Revolution down to the present Time. Arranged in Chronological Order.

[Continued from Page 116.]

INDEPENDENT of the instances already adduced in proof of the efficacy and advantage with which a partial and spirited attack on an enemy's line has rarely failed to be attended, there are two other events which place the propriety of the measure in perhaps a still more striking point of view than any of the preceding have done. They are the exact counterpart of each other, the first, which happened in the late war, shewing the mischief resulting from the neglect of it; the second, which took place during the present, the glorious success occasioned by an observance of it. "At daylight on the morning of the 19th," says Sir George Bridges Rodney, in his letter to Mr. Stephens, dated off Port-Royal Bay, Martinique, April 26, 1780; "we saw the enemy distinctly, beginning to form the line a-head at two cables length distance; at forty-five minutes after six I GAVE NOTICE BY PUBLIC SIGNAL THAT MY INTENTION WAS TO ATTACK THE ENEMY'S REAR WITH MY WHOLE FORCE, which signal was answered by every ship in the fleet. At seven A. M. per-

* See page 168.

ceiving the fleet too much extended, I made the signal for the line of battle at one cable's length asunder only. At thirty minutes after eight A. M. I made the signal for a line of battle abreast, each ship bearing from the other N. by W. and S. by E. and bore down on the enemy. This signal was penetrated by them, who discovered my intention, wore, and formed a line of battle on the other tack."

The latter circumstance, added to the mistake afterwards committed by the leading ship in the British fleet, which stood on for the enemy's van, contrary to the intention of the British commander in chief, and thereby compelled the whole of the fleet to follow him, rendered the whole of his plan abortive. The contest ended indecisively, and the enemy, though worsted, might be said to derive every advantage which they could have expected even from a positive victory. Sir George, in the latter part of his letter, inserts what amounts almost to a confession of this being the true state of the case. "At the conclusion of the battle, the enemy might be said to be completely beaten, but such was the distance of the van and rear from the center, and the crippled condition of several ships, particularly the Sandwich, who for twenty-four hours was with difficulty kept above water, that it was impossible to pursue them without the greatest disadvantage."

Let us now direct our minds from an event which cannot be otherwise than unpleasant to every lover of his country, to one more recent, than which none was ever more productive of glory, and of substantial advantage—the battle of the Nile; a contest brought to the most glorious issue, by an attention to the very principle which is here attempted to be recommended. The French fleet lay at anchor in an open bay, and Lord Nelson with great judgment, conceived and arranged his plan of engaging the weathermost ships of the enemy's line with his whole force, justly concluding that he should make himself master of them before any succour could be afforded by their companions, even if they should attempt it; and that he might afterwards pursue the same measures with the remainder, attacking them progressively in the same manner. The event fully proved the ability of the arrangement, notwithstanding the advantage the enemy derived from their batteries on shore, the erection of which was a full and convincing proof that they were apprehensive of and expected an attack. Their van was assailed with so much spirit, that after a contest almost incredibly short, the British commanders were perfectly convinced they had secured a victory, though they knew not to what extent. According to a very correct account of the action, drawn up from the minutes of an officer on board the squadron, the Goliath and Zealous, followed by the Orion, Auda-

cious, and Theseus, took their stations between the shore and the enemy's van, anchoring close alongside *Le Guerrier*, *Le Conquerant*, *Le Spartiate*, *L'Aiglon*, and *Le Souverain Peuple*; while the *Vanguard*, the *Minotaur*, *Defence*, *Bellerophon*, *Majestic*, *Swiftsure*, and *Alexander*, bringing up on the outside of the same ships, joined in so furious an attack that all those vessels might be considered as completely in the power of the assailants in less than a quarter of an hour after the action commenced, notwithstanding some of them still continued to keep up a feeble resistance.

As the van ships were progressively subdued, the assailants, who had anchored by the stern, moved onward to contest with new antagonists, where they experienced a repetition of the like success, and in less than two hours after the first gun had been fired, three other ships, *L'Orient*, *L'Heureux*, and *Le Tonnant*, were also silenced and subdued, though they were not absolutely taken possession of. A continuance of the same mode of conduct, and the spirited manner in which the *Leander*, of 50 guns, brought up athwart the hawse of the *Franklin*, of 80, produced the subsequent surrender of that ship, together with the *Mercure*, and the destruction of the *Timoleon*. Thus were eleven ships of the line, out of thirteen which composed the enemy's squadron, either captured or destroyed. The means by which this most glorious defeat and conquest were effected, are concisely but clearly pointed out in the narrative: "After the victory had been secured in the van, such British ships as were in a condition to move had gone down upon the fresh ships of the enemy."

The uninterrupted success which has attended the application of the foregoing system of attack, incontrovertibly proves its utility. To convert theoretical observation and the workings of cool reflecting genius into real practice, requires an additional talent beyond what would be necessary in the more quiet occupations of life. It is requisite that no inconsiderable portion of native genius, improved by mental application, should direct the arm of war and support that bravery, that personal gallantry, which, deprived of such aid, and acting only according to its natural dictates, might not improbably be termed rashness. The qualities just mentioned conjunctively form the character of an able commander.

After having adduced the foregoing abstract instances, where such qualities existing in the same person, seizing the proper and fortunate moment of application, have rendered the particular system of Naval Tactics just treated on, more eminently conspicuous in the maritime annals of Britain, because it has been most frequently brought forward into practice; it would be an act of injustice to

the abilities of an enemy, were this brief narrative of the advantages resulting from the use of it, to be concluded without adding to the list an account of the success which attended an adoption of the same measure by a French officer. I mean the Count De Suffrein, and however generally improper it may be to speak in the superlative degree of comparison, with regard to the abilities of any individual, there would perhaps be less cause for reprobation in the present instance than in any other, were I to pronounce that officer the ablest in his particular line to whom France ever gave birth.

The system of arranging his squadron in a double line to effect this purpose, was certainly new, not only in practice but in contrivance: the effect of it will be very conspicuous by the following extract from the official dispatches of Sir Edward Hughes:

"At ten, the enemy's squadron having the advantage of the squalls from the N. N. E. which always reached them first, and in consequence continued longest with them, neared us very fast, and I made the signal for our line to alter the course two points to leeward, the enemy then steering down on the rear of our line, in an irregular double line abreast. At half past noon I made the signal for our squadron to form the line of battle abreast, in order to draw the rear of our line closer to the centre, and prevent the enemy from breaking in on it, and attacking it when separated. At three in the afternoon, the enemy still pushing on to our rear in a double line abreast, I again altered my course in the line, in order to draw our rear ships still closer to the centre, and at forty minutes after three, finding it impossible to avoid the enemy's attack under the disadvantages of little or no wind to work our ships, and of being to leeward of them, I made the signal for our squadron to form at once into the line of battle ahead.

"At four, the Exeter, which was the sternmost ship in our rear, when formed in line of battle on the larboard tack, not being quite closed to her second ahead, three of the enemy's ships in their first line bore right down upon her, while four more of their second line, headed by the Hero, in which ship M. Suffrein had his flag, hauled alongside the first line towards our centre. At five minutes past four, the enemy's three ships began their fire on the Exeter, which was returned by her and her second ahead. At ten minutes past four, I made the signal for battle, and at twelve minutes past, the action became general from our rear to our centre; the commanding ship of the enemy, with three others of their second line, leading down on our centre, yet never at any time advancing farther than opposite the Superbe, our center ship, with little or no wind, and some heavy rain during the engagement.

" Under these circumstances, the enemy brought eight of their best ships to the attack of five of ours, as the van of our line, consisting of the *Eagle*, *Burford*, and *Worcester*, could not be brought into action without tacking on the enemy; and although the signal for that purpose was at the mast head ready for hoisting, there was neither wind sufficient to enable them to tack, nor for the five ships of our centre and rear, then engaging with the enemy, hard pressed, and much disabled in their yards, sails, and rigging, to follow them, without an almost certainty of separating our van from our rear."

Though on the foregoing occasion the gallantry of British officers and seamen preserved their ships from becoming a prey to this able and enterprising foe, yet the difficulty with which their safety was effected, sufficiently proves the merit of his attempt, the ability with which it was conducted, and that portion of success, which will rarely fail to attend it when the force of the contending parties, and the general condition of their ships, in respect to equipment, can in any degree be considered as equal.

ILLUSTRATIONS OF NAVAL HISTORY.

THE annexed letters, which form part of a private correspondence between those two very renowned naval characters, Admiral Russel, afterwards Earl of Orford, and Sir Cloudesley Shovell, become extremely interesting, not merely as they contain the secret and unveiled opinions of two men deservedly considered the ablest commanders of their time, but as the events to which those letters allude, were certainly among the most momentous of those which took place during the period of history which they are intended to illustrate.

Sir CLOUDESLEY SHOVELL to Admiral RUSSEL. Written immediately after the Victory off La Hogue.

SIR,

I HERE deliver my opinion to the best of my judgment, first that we follow the blow, by landing in the enemy's country near Brest. If their fleet be abroad then certainly 6 or 8000 men doe their pleasure wth that town and country; but if their fleet be in there, wth I suppose to be still about 70 saile, line of battle ships, and modestly calculating 150 land souldiers aboard each ship one wth y^e other, com to upwards of tenn thous^d displyned men, which will render our attempt there unreasonable.

Then, Sir, for attempting any thing upon Rochford, I doe not see there is any liklyhood of success, unless you have force enough to master Rochell also; for from Rochford to Rochell is but 6 leage, and Rochford lyes so far up the river Sharante, and the passage to it so difucult, that you can never surprize it, nor com at it before they have timely notiss to draw all the strength of Rochell to their assistance.

Besides, if while an attempt is making on the other side of Brest, which I suppose will not be so much as thought on, except their whole fleett be in Brest, and we resolved to keep them there, which I would not have you undertake, for I can plainly demonstrate, that with a light squadron, they will be able to com out notwithstanding all your indeavours to the contrary, which will give you great care, and will be equally dangerous to us, if they follow our transports or com up our chanell, and here have been a late demonstration, that if they gitt the start, they may also gitt out of sight, but if your decent be to the eastward of Brest, and a squadron of their ships start, we know where they must goe to harme us, and can take measures accordingly. Further more, every thing duly considered, you may make your decent between Brest and Callis, with many thousand men more then ought to be ventured into the Bay, for from these coasts on urgent occasions men are recalled as easy as command from Plymouth to London; but if in the Bay you must have two winds, and may be two months to gitt them back lett your occasions be never so urgent.

Therefore, if their fleett be in Brest, I am not for making any attempt with our land forces on that place, or any place on the other side of it, but reither if our strength would reach, to attempt S^t Malo, the destruction of which Den of theirs, would be of more importance both to us and our sea alleys then the destruction of Parris; but wisser heads then mine must be consulted, I have no manner of knowledge of the place; but, Sir, if our strength be not sufficient to attempt this master-piecc, tis certaine Deep is a town pritty large, and stand on y^e strand, and may easiley be destroyed, and if the army that is with King James will give us too great trouble in our attempt, yett I doe not see how it can give any assistance to Deep, they having the Saine to pass; this is to y^e best of my judgment in answer to what you ware please to propose. I remain,

S^r, your humble Serv^t,
CLOUD. SHOVELL.

From the Same to the Same.

SIR,

I MUST acknowledge tis one of my greatest faults in not paying my dutyfull respects to you by letter before this time, and notwithstanding I know such neglects have else where been very pernicious to me, yet I find it is my fate, and I cannot withstand it; but since tis a fault of nature predestinatted, and not premeditated, I am very confident your goodness will forgive so faithfull and so just an humble servant as I ever was, and shall continue to the end. I will not use much argiment to discurs you I have often wished myself with you, I will only tell you, contrary to my nature, I have been grave, and have not had above one fitt of mirth since your departure.

Your coming home in your person, not with the fleet, was much talked on y^e beginning of the winter, and Sir George Rook, or my Lord Berkely, to com abroad and command in your roome; but, Sir, be assured this was so much disliked by (I may justly say) all sorts of people, that the counsell (if they did intend it), I believe, dare not doe it. I doe assure you that the saving Bassalona, the putting up the Turkey ships, and your vigilance in keeping the French from not coming out the Straights (for we love to have danger as far from us as possible), and the success of your crussers, which is known to be your industrious cleaning your ships, is by all esteemed your prudence, mixed with some good fortune, which is become a virtue mightily esteemed in England.

And assuredly your conduct is so commended by every body, that your enemys can say nothing against you, but insinuat the destruction of the fleet by the worme, which your creening will prevent, if their weake and rottenness will indure it; this with a thousand pardons for my neglect, and my most humble and hearty service. From

Nov. 3, 1694.

&c. &c.

Admiral RUSSEL to Sir CLOUDESLEY SHOVELL.

SIR,

SINCE you left London we are daily alarmed with the French preparation, I think it no longer a question that they designe upon England, tho' I differ in opinion wth some other people as to the time. You will find by the order of last night, that the King is very impatient for your being gone, tho' with a smaller strength then was first proposed. By the advice we have from Capt. Cross, who has had it from a pilott of a man of war, of 50 guns, that they run upon a rock neare the Scarnes and sunck. Tis said Ponteau's squadron at Brest consists of fourteen shippes, from 50 to 80 guns, the biggest shipp not having above 200 seamen, and so per rate the rest of the

ships, the other part of the men being land soldiers, with four transports, and two bomb vessels. How far this advice may be depended upon, I cannot tell, but I believe it pritty certain they designe for England, tho' the same intelligence from Cross says they goe for Scotland.

I think if the wind be any thing to the northward of the east, they cannot fetch any part of England from Brest, and if to the southward at this time of the year, it generally produces such sort of weather as may make it not very safe venturing in with the land. I wish you good luck for your own sake, and for all our sakes; I think the preparations they make a little too formidable to be despised, I have ordered Captain Bellwood and Captain Pedder to goe down to you; I think them both very good men, and have long laboured in vain to have them restored to their employments, I think their constant forwardness to goe where there may be any probability of service will remove that difficulty.

I am, Sir,

Your humble Servant,

RUSSELL.

Covent-Garden, this 15 December, 1696.

Lord ORFORD to Sir CLOUDESLEY SHOVELL.

DEAR SIR CLOUDESLEY,

I HAVE received your too leters, the last came to me just as I came to towne from Tunbridge, whare I have been thes thre weeks, and from thence with the matters I could not right. I wonder you shoud dout that your leters was not welcome to me, I assure you I allway receive you with great satisfaction, and I hope you know me too well to think I am weary of y^e friedshipp I have pressed to you. I ever was your friendd and servant. I agree in every part of your leter with you; but the difficulty how to send cleane shippes to see is great, for after they are cleane, the time they stay for men and provisions is soe long, that they are foule before they goe to see. I wonder Sir George Rooke would not in the summer, when no action could be expected for the whole fleete at Plymouth and Portsmouth, cleane all his 3 rates and 4, it would have been a very good servis to the publick; I believe y^e great shippes will be ordered upp, but y^e L^d Justices are not as yet come to any resolution of y^e kind. I shall do you all the servis I can in what you desire, that you may come to town to put out your money, or to make another purchass.

In Kent, at Tunbridge, ye gentlemen of y^e country tell me you will have it all in a short time. Dear Shovell, I wish you all y^e good fortune imaginable. And am most sincerely,

Yours most faithfully, whilst

ORFORD.

3^{her} ye 2, 97.

MARITIME RIGHTS OF
BELLIGERENT NATIONS, RELATIVE TO NEUTRALS.

THE case of the *Maria Swedish merchantman*, lately heard in the Court of Admiralty, before Sir WILLIAM SCOTT, being in all its circumstances (except the incident of an actual engagement taking place) similar to that of the Danish convoy lately captured, and the question being of the highest importance to this country, and most likely to be decided by that *ultima ratio* to which recourse must of necessity be had, when the law of nations is violated, we think it will gratify our readers to present them with an extract from the judgment of the Court of Admiralty.

Having stated the case of the Swedish Ship, the learned Judge proceeded to reason upon it as follows :

“ The actual state of the fact being ascertained, it is proper for me to examine what is the legal statement, in other words, to what considerations are neutrals justly subject, according to the law of nations ; for which purpose I state a few principles of that system of law which I take to be incontrovertible.

“ 1st. That the right of visiting and searching merchant Ships upon the high seas, whatever be the Ships, whatever be the cargoes, whatever be the destinations, is an incontestible right of the lawfully commissioned cruisers of a belligerent nation. I say, be the Ships, the cargoes, and the destinations what they may : because, till they are visited and searched, it does not appear what the Ships, or the cargoes, or the destinations are ; and it is for the purpose of ascertaining these points that the necessity of this right of visitation and search exists. This right is so clear in principle, that no man can deny it who admits the legality of maritime capture ; because if you are not at liberty to ascertain by sufficient inquiry whether there is property that can legally be captured, it is impossible to capture.— Even those who contend for the inadmissible rule, that *free Ships make free goods*, must admit the exercise of this right, at least for the purpose of ascertaining whether the Ships are free Ships or not. The right is equally clear in practice ; for practice is uniform and universal upon the subject. The many European treaties which refer to this right, refer to it as pre-existing, and merely regulate the exercise of it.—All writers upon the law of nations unanimously acknowledge it, without the exception even of Hubner himself, the great champion of

neutral privileges. In short, no man in the least degree conversant in subjects of this kind has ever, that I know of, breathed a doubt upon it.

“ The right must unquestionably be exercised with as little of personal harshness and of vexation in the mode as possible ; but soften it as much as you can, it is still a right of force, though of lawful force—something in the nature of civil process, where force is employed, but a lawful force, which cannot lawfully be resisted.

“ 2dly. That the authority of the Sovereign of the neutral country being interposed in any manner of mere force, cannot legally vary the rights of lawfully-commissioned belligerent cruisers ; I say legally, because what may be given, or be fit to be given, in the administration of this species of law, to considerations of comity, or of national policy, are views of the matter which, sitting in this court, I have no right to entertain. All that I assert is, that, legally, it cannot be maintained, that if a Swedish commissioned cruiser, during the wars of his own country, has a right by the law of nations to visit and examine neutral Ships, the King of England, being neutral to Sweden, is authorised by that law to obstruct the exercise of that right with respect to the merchant Ships of his country. I add this, that I cannot but think, that if he obstructed it by force, it would very much resemble (with all due reverence be it spoken) an opposition of illegal violence to legal right. I am not ignorant, that amongst the loose doctrines which modern fancy, under the various denominations of philosophy and philanthropy, have thrown upon the world, it has been within these few years advanced, or rather insinuated, that it might possibly be well if such a security were accepted. Upon such unauthorised speculations it is not necessary for me to descant : the law and practice of nations (I include particularly the practice of Sweden when it has happened to be belligerent) give them no sort of countenance ; and until that law and practice are new-modelled in such a way as may surrender the known ancient rights of some nations to the present convenience of other nations, (which nations may, perhaps, remember to forget them, when they happen to be themselves belligerent) no reverence is due to them ; they are the elements of that system, which, if it is consistent, has for its real purpose an entire abolition of capture in war—that is, in other words, to change the nature of hostility, as it has ever existed amongst mankind, and to introduce a system of things not yet seen in the world, that of a military war, and a commercial peace.

“ 3dly. That the penalty for the violent contravention of this right, is the confiscation of the property so withheld from visitation

and search. It is a principle, not only of the civil law, (on which great part of the law of nations is founded) but the private jurisprudence of most countries in Europe—that a contumacious refusal to submit to fair inquiry infers all the penalties of convicted guilt.—Conformably to this principle we find in the celebrated French Ordinance of 1688, now in force, Article 12, “*That every vessel shall be good prize in case of resistance and combat ;*” and Valin, in his smaller Commentary, p. 81, says expressly, that although the expression is in the conjunctive, yet that the *resistance alone is sufficient*. He refers to the Spanish Ordinance in 1718, evidently copied from it, in which it is expressed in the disjunctive, “*in case of resistance or combat.*”—And recent instances are at hand and within view, in which it appears that Spain continues to act upon this principle. The first time in which it occurs to my notice on the inquiries I have been able to make in the institutes of our own country respecting matters of this nature, except what occurs in the Black Book of the Admiralty, is in the Order of Council 1664, Article 12, which directs, “*That when any Ship met withal by the Royal Navy, or other Ship commissioned, shall fight or make resistance, the said Ship and goods shall be adjudged lawful prize.*”—A similar article occurs in the Proclamation of 1672. And it is observable that Sir Robert Wiseman, then the King’s Advocate-General, who reported upon the Articles in 1673, and expresses a disapprobation of some of them as harsh and novel, does not mark this article with any observation of censure. I am therefore warranted in saying, that it was the rule, and the undisputed rule, of the British Admiralty. I will not say that that rule may not have been broken in upon in some instances by considerations of comity or policy, by which it may be fit that the administration of this species of law should be tempered in the hands of those tribunals which have a right to entertain and apply them ; for no man can deny that a State may recede from its extreme rights, and that its supreme councils are authorised to determine in what cases it may be fit to do so, the particular captor having in no case any other right or title than what the State itself would possess under the same facts of capture. But I stand with confidence upon all fair principles of reason—upon the distinct authority of Vattel—upon Institutes of the great maritime countries, as well as those of our own country—when I venture to lay it down, that by the law of nations, as now understood, a deliberate and continued resistance to search, on the part of a neutral vessel to a lawful cruizer, is followed by the legal consequence of confiscation.”

A CIRCUMSTANTIAL NARRATIVE
OF THE TRANSACTIONS ON BOARD
HIS MAJESTY'S SHIP RESISTANCE,
CAPT. E. PAKENHAM, COMMANDER,

From December 1797, to the Time of her Blowing up in the Straits of Banca, July 24th, 1798; with the subsequent Escape and Deliverance of four of her Crew, the only Survivors of that Catastrophe.

IN consequence of certain intelligence brought from the Eastward by Captain Shepherdson, of the *Venus*, that a part of the crew of an English ship of war (supposed to be his Majesty's ship the *Resistance*), which had the misfortune to be blown up in the Straits of Banca some months before, had been picked up by some pirate prow and carried to Lingan, where the survivors still existed in a state of slavery, Major Taylor, commanding the garrison of Malacca, immediately dispatched a prow to that island, for the relief of those unfortunate men.

In this prow, suitably stored with supplies, he sent a sepoy, who being well acquainted with the Malay tongue, was charged with a letter to the Sultan of Lingan; entreating that Prince to assist in the most effectual measures for the recovery and release of such of the *Resistance's* ship's company, as he might be able to discover in this calamitous situation.

On the 5th of December the prow returned to Malacca, bringing with her one seaman, late of the *Resistance's* crew, from the declaration of whom the following Narrative is taken.

The detail given by this man appears entitled to the greater share of credence, as no deviation from the circumstances related in his story was to be found upon the several interrogatories put to him from time to time afterwards. It comes very near to the floating report which Captain Shepherdson had of the Malays at Rhio; and coincides remarkably in many of its principal points with that which had already come round to Malacca from Pinang, as there related by his three comrades, who had not less providentially arrived in safety at that settlement.

As the complexion of the several unpleasant situations, if not actual distresses, into which the *Resistance* was eventually cast; and as the sad disaster itself of that ill fated ship seems to derive much of its tincture, or may perhaps be deemed to have originated, with the gale which she encountered almost a year ago in the Pacific Ocean, on her way to China; her story is on that account brought down from a

date more remote than it may probably appear of sufficient interest to the public that it otherwise should be.

In such a case, candour will be nevertheless disposed to make due allowances for (if such it should prove) a too minute and circumstantial account of whatever might seem, though remotely, to affect or concern the loss of so valuable a Commander, officers, and ship's company, as perished in the Resistance; when the Recorder of this mournful Narrative (taken by himself from the lips of the person here mentioned) adds, that while his country has to lament, as it must deeply feel, the misfortune of that intelligent, gallant, and worthy Commander, it is not less his mournful task to mix the tear of private friendship and sincere esteem for that officer in the individual; and for more than one active and deserving character besides, serving with him, whose memory will ever remain not less dear, than their cruel fate is to be regretted,

Thomas Scott, seaman, aged 22 years, a native of Wexford in Ireland, relates on examination as follows:

That he formerly belonged to the Chesterfield South-Sea whaler; from which he remained at Timor Besar for three years, in the Dutch employ, till the capture of that place, when he entered on board the Resistance.

That she met with a heavy gale of wind on the ——— of last December, which continued for four days unabated; and in which she proved so leaky that her chain pumps were kept constantly at work, night and day; at length, in order to lighten her, they were obliged to heave a number of her upper-deck guns overboard. She then bore away for the Philippines, intending, as he believes, afterwards to sail for Malacca. Being in want of wood, water, and provisions, Captain Pakenham tried the expedient of hoisting Spanish colours, as he cruised along shore, till he came to anchor nearly within reach of the guns of Antego. The Deputy Governor of this town, and the Captain of a Spanish brig, then lying at anchor in the Bay, accordingly came off to them; but discovering their mistake when too late, upon endeavouring to escape, were soon brought back and put on board by a boat from the Resistance. Upon their assurances that they would do their utmost to have the wants of Captain Pakenham amply supplied, he generously suffered them to return the same evening to the shore. No part, however, of these fair promises being fulfilled, nor the likelihood of it, at five o'clock the next evening, Captain Pakenham sent his third Lieutenant, Mr. Cuthbert, in the cutter, with an armed party, to cut out the Spanish brig; in which attempt they succeeded, though fired upon smartly by the guns of

the fort, within range of which she had anchored. Scott remembers this event to have happened on Christmas Day.

The Resistance and her prize sailed from thence, immediately after, for Balambangan; at which place they arrived in four days. Having wooded and watered there, and procured a partial supply of rice as well as live stock, the ship continuing leaky, with blowing weather, Capt. Pakenham and the prize set sail from this place for the Celcbes; and arrived in about eighteen days at Limby, near Munadoo, on that island. The same evening that he anchored here he dispatched the brig to Amboyna, to signify his distress for supplies; in consequence of which, the Bombay frigate was sent off from thence, on the arrival of the brig, to his relief. After staying a week or more at Limby, and having with some difficulty collected what he could provide for the remaining part of his voyage to Amboyna, he weighed anchor, and sailed from that place, falling in with the Bombay frigate and the supplies sent him on board her, in seven days after, off the island of Booroo.

Having arrived at Amboyna, and remained there about two months repairing and refitting, the Resistance sailed to Booroo; where refreshments and stock, as well as wood and water, were more abundantly and conveniently to be procured than at the former place. From Booroo she departed for Banda about a fortnight after, but springing a leak off Amboyna, was obliged to put back again to the former island.

Early in July she sailed from thence again; and running close along the shore of Jaca, took a Dutch brig off the town of Serrabi, which, being in ballast and of little value, was released the same night. The Resistance next steered her course for the Straits of Banca, which having made in about five days, she there fell in with a fleet of about fourteen pirate prowes at anchor under the land of Banca, each capable of containing fifty or sixty men. In order to board and examine one of the largest of these, Captain P. manned three of his boats; but the Malays in the prow for some time refused permission to Lieutenants Cuthbert and Mackay to come on board them. As these officers, however, persisted in accomplishing their orders, the Malays at length suffered it without opposition, but it was found impossible to effect their purpose of searching them for Dutch property and papers; for such was the ferment among the Malays on board, that to avoid the consequence with which they were threatened for insisting on this examination, they were obliged to insure their safety by a hasty retreat over the side, and return to their own ship. Captain P. resented this conduct by the discharge of some of his

twelve-pounders, which soon dispersed the pirates, and sent them into shoal water under the land.

Having weighed anchor about nine o'clock next morning, and cut out a Malay sloop that had been captured by the pirates on her way from Batavia, and was left at her anchors when they deserted her the preceding night, Captain P. proceeded with her on his voyage down the Straits. As the sloop was presumed to be Dutch property, the papers belonging to which her Malay captain was suspected of having destroyed, and if condemned would have been of some value, being laden with cloth, salt, and other merchandize, she was detained till the evening after the second day from her re-capture, when it was intended that her commander (still on board the *Resistance*) should be restored to his vessel, and herself released. With a view to this, the *Resistance* came to an anchor in the Straits of Banca at an early hour in the evening on the 23d of July, as the sloop had at that time fallen so much astern as to be entirely out of sight; and the latter joined, about one o'clock the next morning, and dropped anchor under the stern of the *Resistance*.

The officer of the deck, Lieut. Cuthbert, hailed the sloop in order to put her commander on board, but not being heard, reconciled the Malay Captain to this short further detention by the assurance that he should depart for his vessel with the morning's dawn:—a dawn, alas! neither was to see.—For Scott, the narrator, sleeping at the larboard side of the quarter-deck (as it was so fine a night that he did not wish to retire to his berth below), was suddenly awakened by a fierce blaze, that seized his clothes and hair, succeeded in an instant by a tremendous explosion, from the shock of which, he conjectures, he became utterly senseless for five minutes or more.

He computes this dreadful accident to have taken place about four o'clock in the morning (24th July 1798), from the day appearing about an hour after he was blown up; but how it did or could happen, circumstanced as the ship then was, he professes himself totally unable to offer an opinion, or hazard a conjecture.

When he recovered a little, he found himself half suffocated with water, floating and struggling with twelve others in the same situation, the small remainder of the fine ship's company to which they had just belonged. He made shift with these to reach the netting of the ship on the starboard side, which just remained above the water.

At the dawn of the day the people belonging to the sloop, then not out of hail astern, who must easily have discovered the condition of the wreck, and heard the repeated shouts of the wretched beings who were clinging to it, callous to every impulse of humanity, after the dis-

charge of a single musket, having weighed anchor, stood over, without regarding their situation, to the Island of Banca. The weather continuing mild and the water smooth, they set to work about eleven o'clock in the forenoon, to make a raft of such pieces of timber as they were able to pick up around them: they were fortunately enabled to accomplish this by means of the main-yard, which, lying alongside the wreck, furnished them with ropes sufficient for lashings; it also gave them cloth for sail, which they fixed to the mast of the jolly boat, and they completed their task by making a platform upon it of such planks as they could find.

From the shock and severe scorching that one and all of the survivors had experienced, they were unable to accomplish their work before one o'clock P. M.—in fact, four or five only of the number were left in any circumstances to bear a part in it, the united labour of whom was very insufficient to secure, as it ought, the raft they had thus contrived. The solicitude they must have felt in their distressful condition, to reach the shore before night, was considerably augmented by the circumstance that the piece of the wreck by which they clung would only bear the weight of two of the most shattered amongst them (James Sullivan and Robert Pulloyne, seamen), and whom the compassion of their comrades had agreed, accordingly, to give the preference to, by mounting them upon it: a single pumpkin being at the same time the amount of all the sustenance the whole party had to depend on.

Having committed themselves to this raft, they made sail for the nearest shore, which was the low land of Sumatra, distant about three leagues, and about six leagues to the southward of the Dutch settlement of Palambang. About seven o'clock it came on to blow fresh, and the sea ran high, with a strong current then setting in against them. They were yet a considerable distance from the land, when the lashings of their raft began to give way, and itself to part. Not only every plank of the platform was presently washed off; but to complete the misery of their situation, their mast and sail were carried away. But resource, not despair, is the character of a British seaman. Seeing an anchor-stock, which had been lately a part of the raft, and which promised more security to those who might be able to reach it, floating a considerable way from them, S. Scott, being the stoutest of the party, resolved to swim after it, and encouraging Quarter-master Alexander M'Carthy, John Nutton, and Joseph Scott, seamen, to follow his example, they all four brought it in safety.

It was at this time one o'clock A. M. and clear moon-light, eight poor souls still remained by the raft (Pulloyne being dead), who seeing this part of their number, from whose exertions alone a ray of

hope appeared, thus consult their own safety by the only possible chance for it, bewailed their separation bitterly.

The adventurers on the anchor-stock lost sight in another hour of the forlorn companions of their distress, and never heard nor saw them more.

By means of two spars, lashed across to keep the stock from rolling, they continued to be borne in safety upon it till about nine o'clock next morning; when the current, changing again, set them fast towards the land; under the lee of which, though they had been driven out further to sea than they were when they left the wreck, they fortunately arrived, with the help of a paddle, about nine o'clock the same night (25th). Some surf running along the shore, they found it a matter of no less difficulty, in their exhausted and weakly state, after again betaking themselves to swimming, to reach the beach.

Having thus providentially effected their escape from the dangers of the deep, others no less formidable stared them in the face upon this desert coast; or a coast, if not desert, pressed only by the footsteps of men scarce less savage than the wild beasts that roamed its adjoining thickets. The first care of the seamen, after their fatigues and sufferings, was to gather leaves and dry grass, with which they made themselves a bed, whereon to repose. On this they slept sound till morning, when awakened by the call of thirst, they went to look for water, which they found at hand; but no manner of refreshment could they discover besides, not even a single shell fish.

In this deplorable condition, and almost naked (a single jacket and couple of shirts being their whole stock of clothes), they remained starving till about four o'clock the same afternoon (26th), being a term of three whole nights and two days from the time of their being blown up, when straggling along the shore, and almost in utter despair of all human succour, one of the party discovered a Malay prow, lying in a Bight, hardly a quarter of a mile from them. Upon this they consulted what was best to be done; and it was resolved that T. Scott, being able to talk the Dutch and Malay tongues fluently, should approach it singly, while the rest kept out of sight. And well it was for them that such was the plan and precaution they observed; for, had they all advanced together, unarmed and defenceless as they were, it is almost a moral certainty that not a life would have been spared. On a nearer approach he presently discovered four more pirate prows with the first, some of the people belonging to which were at work on the shore, repairing a boat. On perceiving Scott, their head man immediately made towards him, with an uplifted axe in his hand; upon a loud shout given by whom, a crowd followed, equally determined to put him to death. But

falling upon his knees, and supplicating for mercy in their own tongue, the Chief relented, and forbade any of his people to do their prisoner harm. They asked him earnestly what countryman he was? From whence he came? And what he wanted among them? He replied he was an unfortunate *Englishman*, one of a small remainder that survived the accident which had lately befallen his ship. They repeated the question, whether he was actually an Englishman? And charged him, if a man of the Dutch Nation belonged to the number saved, that he should discover him to them, at his peril. Being answered in the negative, the Chief (or Rajah, as they styled him) enquired particularly whether their Captain survived? In which case he would undertake himself to convey them all safe to Malacca; but his people, as well as the Malay Chief himself, vowed that if the party that accident had thus put into their hands had been *Dutch*, no consideration should have induced them to shew quarter to a single man.

Some of the pirates were now directed to where the seamen were, who presently returned with them, trembling under the most alarming apprehensions, that they should be massacred, as they conceived Scott had already been; for they had seen the latter surrounded by an angry and threatening crowd, themselves then being undiscovered.

On their arrival, all four were made to sit down, till they fully satisfied their curiosity, by asking a thousand questions relating to the ship, and their prisoners. The next step the pirates took, was to divide the captives; each of the Rajahs taking two into his own boat; the quarter-master and Hutton into one, the two Scotts into the other.

It was now past six o'clock P. M. when the almost famished seamen at last had the wants of nature relieved by a plentiful meal of fish and rice, which was served to them in each of the boats.

The time allowed for this refreshment being expired, the five prows immediately put off for the Resistance's wreck; but after a vain search of two whole days, they returned without being able to pick up any part of the ship, or of her contents. Some seamen's chests, containing a few dollars and articles of little value, however, and a few of the bodies, continued to be washed on shore, from time to time, for some days after.

While these five prows, which formed a part of a fleet of eighteen or twenty, that were distributed along the land, remained cruising separately up and down the Straits, on the look out for trading craft from China, Java, &c. (which might be about three weeks); the

Malays continued to behave so well towards their prisoners, as to leave them no great cause to complain.

About the 25th of August, the prow Rajah, or principal prow, in which the narrator was, at nine A. M. fell in with a sloop from Java. The crew of this vessel, under cover of the preceding night, had abandoned her, betaken to their boats, and escaped to the nearest shore, making the best of their way (probably with what specie they possessed) for the neighbouring town of Banca, whither it was believed they were bound, and where they were secure of protection. Immediately on seeing this formidable prow, which carried one twelve-pounder, two swivels, and a proportion of musketry, swords, &c. lying at anchor to windward, and it being well ascertained, from her strength and appearance, what she was, as well as that no mercy was to be expected from the sanguinary band aboard her, they wisely made this sacrifice to their personal security.

Before the prow Rajah boarded the sloop, the English seamen received a promise of a small dividend of any cloth or provisions that might be found on board. Being laden, however, only with salt and oil, a small proportion of fowls, rice, and cocoa nuts, part of her stock, came to their share, in common with the other hands. The prow proceeded from thence, with the sloop, for Penobang, a town on the Island of Langan; which they reached in three days, and where their prize fetched the captors 1500 rix-dollars. Here the two Scotts were separated, Joseph being sent on in the prize to the town of Langan, and Thomas remaining with the Rajah of the prow behind at Penobang. The pirates have a small fort or block house at this place, surrounded by water, mounting several guns, which are occasionally run out of their houses, which are erected universally upon stakes or piles.

Thomas Scott remained as a slave here with the Rajah of the prow, his master, four or five weeks, when he had the news of Quarter-master McCarthy and Hutton arriving in the small prow at Langan; that the young Rajah who commanded that prow, had very liberally and humanely rejected any ransom for his captives, and freely presented them to the Sultaun.

A few days afterwards he heard that his namesake (Joseph) Scott had been ransomed of the Timormen on board the prize, where it was his fate to be disposed of for fifteen rix-dollars; and, finally, that the Sultaun of Langan had (with an alacrity and generosity which at once stamps the natural disposition of his heart, and the regard and respect he bears in it towards the British Nation) provided all the surviving seamen of which he appears to have had any knowledge, with a prow to transport them to Pinang.

Thus did the national character of the land from whence these poor fellows sprang become a blessing to its individuals, in the most trying and perilous situation imaginable: it would not become us to reverse the medal, and make the allusion, however it might apply, to any other country, whose conduct towards the Malay Islanders has been so widely different, and in consequence of which they experience very different effects.

It was not till nine days after the liberation and departure of his comrades for Pinang, that Thomas Scott was brought up by his owner from Penobang to Lingan, about half a day's sail, and there sold in the market for thirty-five rix-dollars.

His purchaser was another Rajah, or head mate, who proved to him a kinder and more considerate master than the former; he had now a better allowance of victuals, more liberty, the gift of a cloth to cover him, with an handkerchief. Lamenting the hardship of his fate, in being the sole person of his countrymen left behind in bondage, his new master encouraged him by the assurance, that whenever he, Scott, should be able to pay him back the original amount of his purchase, he would immediately release him. But his deliverance, and that from a quarter totally unimagined and unexpected, was, under the dispensation of Heaven, then at hand; for the next day, to his unspeakable joy, he found the Sultaun had become his ransomers also from the Macassar Rajah. Being ordered into the presence of his benefactor, he was given to understand, that in consequence of a letter received by the Sultaun the preceding day from Major Taylor, commanding at Malacca, requesting the Sultaun's attention and relief to any of the crew of his Majesty's ship which might be found in those parts (too certain intelligence of which had been given him at Malacca), he, the Sultaun, was happy to discover that there yet remained another Englishman, of whom he before had no knowledge, on the island; and to whom he could have the pleasure of bestowing his liberty. Several other kind expressions were at the same time used by him.

Accordingly, after a delay of nine days of the prow dispatched by Major Taylor to Lingan, Scott had the Sultaun's permission to depart for Malacca. The prow arrived with him there on the 5th of December, after a tedious passage of fourteen days, and where, upon official examination, he delivered in the above report to the commanding officer, offering to attest the same (to the best of his belief and knowledge) at that time, or whenever after he might be called upon.

Officers, Ship's Company, &c, belonging to, or on board, his Majesty's Ship Resistance, when she blew up, as well as Scott can recollect :

Captain Edward Pakenham,	Mr. Courtenay, ditto.
Commander.	Mr. Woolfe, ditto.
Mr. Haughton, 1st Lieut.	Mr. ———, ditto.
Mr. Cuthbert, 2d ditto.	Mr. ———, ditto.
Mr. Mackay, 3d ditto.	Three Master's Mates.
Mr. Powis, Surgeon.	Mr. Evans, Coxswain.
Mr. Hust, Master.	Mr. ———, Surgeon's Mate.
Mr. Rosenhagen, Lieut. of	Serjeant Stevens, of Marines.
Marines.	Five Quarter-masters, the 6th
Mr. Brown, Master at Arms.	(Mr. McCarthy) being saved.
Mr. Dawson, Gunner.	Four Boatswain's Mates ; about
Mr. Pike, Boatswain.	30 Marines ; and 250 Seamen.
Mr. ———, Carpenter.	Three English women, mar-
Mr. Mercer, Purser.	ried on board—one Malay
Mr. Haigood, Master's Mate.	woman, of Amboyna.
Mr. Walsh, Midshipman,	Fourteen Spanish prisoners,
Mr. Derham, ditto.	taken in the prize brig.

Malacca, December 8, 1798.

MR. EDITOR,

IN offering to your notice a few remarks on the Cables and Anchors of Ships in the Royal Navy, I cannot but feel the disadvantage under which I may lie when thus attempting to show that objects of so much importance, after having for ages, nay centuries, employed the most sagacious and minute observers, and received the benefit of their inquiries and experience, still admit of farther improvement. But if, as I conceive; any defect still exists in matters of this moment, you will allow that a man of principle may feel anxious for the disclosure of those ideas which he, rightly or otherwise, imagines essential to its remedy. Under this impression, I take the liberty of requesting you to insert the following letter, in which I have thrown together my reflections on the subject, and the facts by which those reflections have been suggested.

The first position which I shall attempt to establish is one that has every claim to prior consideration, and which, if admitted, of itself points out the necessity of some such other new regulations as those that I am about to propose.

I. It appears to me, after the fullest consideration and research, that his Majesty's ships are insufficiently cabled. In support of this

opinion I must remark, 1. That merchant ships, being from three hundred tons to seven hundred and fifty, which latter description includes the smaller vessels of the East India Company, are certainly not provided with cables of a strength more than adequate to their size, wants, and degrees of exposure; 2. That these degrees of exposure, and consequent wants in the merchant vessels are far from being equal to those of his Majesty's ships; 3. That merchant vessels are not over-cabled; but that on the contrary, as all who are acquainted with them readily agree, could they manage them, cables of a still larger size would be desirable; now, these postulates being granted, it follows that his Majesty's ships, not having cables of one-half, nor in some instances of one-third, of the strength of those on board such merchant vessels, are not cabled to one-half, and in some instances to one-third, of the requisite strength. This is a fact which, as rumour has said a reduction of the cables in the service has been proposed, seems to be either unknown or unregarded. This I know, that the relative proportion of strength between the single cables of ships of the line and those of merchant ships of 3 or 400 tons, is not more than as three, or even two to six; and that in length and number, they hardly exceed the actual length and number of an East India ship of 750, and have not at the same time, more than one half or a third proportion of relative strength; whence it follows, I conceive, that if an India ship is not greatly over-cabled, a ship of the line is greatly deficient.

If I am right in this idea, it will no longer be urged against me, that the subject has been already completely examined. If this disproportion is really productive of the evils which I attribute to it, it will be allowed that even though the facts alleged are weaker, and the arguments inferior, it would become the duty of every friend to his country and his countrymen, to stand forward in such a cause. What relates to the most important branch of the navy, to the general defence and welfare, and to a point so interesting to their safety, as firm anchorage and retention, can be of no slight or trivial consideration. Single ships of the line of battle are of a value, and what is more, include a population equal to those of some states that have a name in Europe. United, they are the greatest of the national energies, the acknowledged support, if not the source, of the wealth and power of the nation. They contain an assemblage of men forming a body not to be paralleled for force, bravery, and skill; and which, should any misfortune overwhelm, ages to come might not replace. Ought a pledge of such immense worth, and a pledge too for the public safety, the guaranty of wealth, liberty, and glory, and, as things now stand, of every thing near and dear in

private as well as public estimation, to be permitted, if the contrary is possible, to exist a moment in danger of suffering from the incommensurateness or inadequacy of the instruments they employ.

In watching the enemy's coast, which is become a usual duty, and in many exposed situations both at home and abroad, our ships want retaining powers of the greatest strength; and should these powers, from error in calculation, or any other cause, be formed of less than that required strength, and much more if, in the most important instances, it is less than half of what it ought to be, it would be extremely criminal were we passively to witness so great an evil. It is not extravagant to suppose, that such a distribution of the navy may be occasionally required, as would leave half of it or nearly the whole, upon the shores of the enemy, or in our own roads, exposed to the necessity of outriding the most destructive gale; and a gale of that increased violence which late instances lead us frequently to expect. In such a case, the flower of the heroism of Great Britain might be buried in the ocean: a catastrophe too dreadful for thought, but which, as far as second causes are concerned, must be influenced by the hold of anchors, and the strength of cables.

II. It is my opinion, that the complicated nine-strand lay of cables is of inferior strength, and coiled with greater difficulty than simpler combinations.

III. That it would be highly for the good of the service, and is practicable, to adopt, for sheet and spare cables, if not for bows, cordage of double or more than double substance.

IV. That the bitts might be altered to that end, and in a manner beneficial to all cables, according to the recommendation of Mr. Snodgrass, and that these improvements might be carried still farther.

V. That anchors of the present magnitude, being much more than adequate to cables now in use, would be sufficient, or nearly so, for those of the proposed fabric.

VI. That an alteration might be made, which, though the anchor is in my judgment, nearly perfect in its common forms, would, in some cases, aid its office; and,

VII. That ships, to ride secure, do not want so great a scope of cable as is commonly supposed.

The anchors of ships of the line are, it is allowed, in tolerable proportion, though perhaps rather below what their circumstances require; a ship of 300 tons possessing anchors of twelve or fourteen cwt.; East India ships, of 750 tons, anchors of thirty-two or thirty-four cwt.; seventy-fours, of 1800 tons, from seventy to eighty cwt.;

second-rates, from eighty to ninety; and, as I have been informed, the anchors of first-rates, which are of 2200 or 2300 tons burden, lately approached to five ton weight. These respective weights, common arithmetic shews, are nearly proportional to those of the merchant and East India Company ships; and perhaps nearly sufficient; for I never heard that, except in very loose ground, where the form of an anchor is of more consequence than its weight, the anchors of merchant ships are not sufficiently powerful for the cables to which they are attached. They have appeared in all the instances respecting which I have either had experience, or opportunity of making inquiry, to be what they ought to be—that is, completely superior to the cables; and, consequently, till farther experience amends present conceptions, it may not be improper to receive them as sufficient in all instances for the equivalent proportions of cable. Such have they at least, been proved, for those which the ships of the East India Company annex, and which are the best in all respects for comparison with his Majesty's ships, as well on account of their size, methods, and habits, as of the reasoning and experimental inquiry which has been made in this service, and the knowledge which is generally possessed, or easily obtained, respecting the properties and powers of those ships, and their instrumental parts.

To these comparisons I now proceed, by means of which I shall point out that his Majesty's ships fall beneath others in the proportion of their cables; and that those ships being barely sufficiently found, the King's being still inferior, must be obviously defective.

The East India Company's ships, I mean the smaller, preserve pretty nearly the proportion customary in the merchants' service, and this is scarcely sufficient; but they can take better stations for riding than can the ships of the line, and have none of those pressing occasions for extreme power in their retainers, which occur perpetually in the public service.

The elevation of the lowest ships of the line, joined to the increased proportion of their masts and yards, the superior measure allowed in his Majesty's tonnage, added to their outside berth, cause the least disadvantage they sustain in riding to be not reasonably less than a fourth more than their nominal tonnage compared with the East India ships adduced; while second and first rates may be reasonably set at a third more than theirs. This statement, indeed, does not greatly exceed their real tonnage in merchant measure, and these considerations will cause seventy-fours to be rated at 2100 tons of East India tonnage, according to the strain they exert in cables; second rates at not less than 2600; and first rates not below 3000.

FRENCH NAVAL TACTICS.

Essays on "the Cause of the Naval Superiority of England over the French," extracted from the MONITEUR, by French Writers. In continuation from page 148.

ESSAY III.

SIR,

THE Author of the Memoir upon the Marine, some time ago inserted in the *Moniteur**, has treated this interesting question so as in some measure to awaken the attention of every sailor, and of every Marine Artillery Man. This subject appearing to be rather out of the sphere of a private officer, I may be blamed for publishing the following observations, which I would not presume to hazard did not I believe that they may be of greater utility than those contained in the Memoir. But this is of little consequence. Should they only attract the criticism of the Officers of the Marine Artillery, I shall have attained my object; for this would be one means of drawing them from the apathy in which they seem to be held.

The Author has fixed upon three causes, which he thinks sufficient to give superiority in naval combats: 1st, A superior excellence of ships. 2d, A more profound knowledge in the officers of Naval Tactics; and 3d, The more advantageous use and direction of the artillery.

The Author next having, in some way or other, demonstrated that the two first causes are in favour of the French, concludes that it is the bad use we make of our artillery that is the cause of our reverses.

It appears to me that he would have been more just had he concluded, that our defeats arise merely from the inferiority of our artillery.

The two first points not being within my sphere, and having been already resolved, I shall now, in concert with the Author, examine what is the influence of the third.

It cannot be doubted that this influence is very great in naval engagements, since it is well known that artillery is employed in them as the principal agent—that if it often prepares the victory to land armies, it must by sea not only prepare but determine it. I am far from thinking that much does not depend upon the skilful manœuvring of the ships, but can these manœuvres be always executed under the superior fire of an enemy's artillery?

* See page 146 of this Work.

The Author states, that "*The French direct their guns at the rigging, which comprehends every thing that is above the body of the vessel, that three-fourths of this space is a void, and consequently, that three-fourths of the balls so directed, must lose themselves in air.*"

The last phrase is not correct, for the balls do not lose themselves in air, but in water. "*From the vague elevation which is given to the balls when they are fired at the rigging, the balls which hit the masts must necessarily strike them one above the other; and experience proves, that fifty cannon shots received in this manner by a mast will not break it, &c.*"

When the rigging is fired at, it is only at a distance from which some kind of advantage may be expected by this direction of shot. Thus, when a vessel is precisely distant from its adversary that space which a gun will carry without giving it elevation, then it is unnecessary to allow much, and the degree necessary may be exactly determined. But when the guns are fired beyond this distance it becomes necessary to give them elevation, on account of the distance. Then it is that their muzzles conceal the hull of the enemy's vessel, and even its rigging, if the distance is considerable, from the eye of the officer who points the guns, and it is from hence, no doubt, that the Author has supposed the fire was directed at the rigging of the enemy's vessel when it is only proposed to reach it. I will agree that when the Marine cannoneer fires beyond the distance of point-blank shot, he has nothing which indicates to him how much he elevates or lowers his piece; that he does not know the precise degree in which he has elevated or lowered it at the moment of the departure of the ball. Hence it follows, that besides its being possible that he may be able to bring back, for several shots, his piece to the same degree of elevation that it had before, it necessarily follows that the balls must lodge in the masts, or strike them precisely one above the other.

"*The English always direct their guns at the hulls of the vessels, &c.*"

The Author ought to have established a term of comparison from which we could set out, in order to estimate the effects of artillery. Let us suppose any fixed distance; it is evident that every shot directed at the hull of the enemy's vessel at the distance of two cables length, cannot miss it, since it is impossible that the balls can miss it by diverging laterally, and as the degree to which they fall cannot exceed seventeen or eighteen feet; but if we suppose a distance of six cables length, the guns ought no longer to be directed at the hulls of the enemy's vessels, for the balls would touch the water at about a third part of that distance, and would never reach the vessels. It would be necessary in this case to give the guns a certain elevation. Their muzzles will then conceal the object from the cannoneer, who

will be obliged to take his aim by the sides of the gun—a method which cannot but produce error, and of which, the practice is only recommended for want of better means. It is not uncommon, with such uncertain methods of pointing, for the best trained cannoneer to mistake one degree or even more in the elevation of the gun, which causes him to miss every part of the enemy's vessels; since at the distance we are supposing, the fall of the balls must be from two to three hundred feet. I think it too tedious and useless to point out all the errors which might arise from lateral pointing.

When guns are fired at a greater distance than the gun carries point-blank, they are almost always aimed by chance. There can therefore be no security that they will strike any determined part of the enemy's ship; but they are fired in the hope that they will strike it some where or other. It is easy to see from this, how ridiculous it would be to aim so as to sink it in this case.

“When the guns are directed at the body of the enemy's vessels, the balls which pass above must pass almost at the same height, so that those which strike the masts must strike them nearly in the same place.”

What the Author says here is true; when the guns are fired at a distance which they will carry point-blank, I think I have already proved, that beyond this distance there can be no security that the balls will in any degree strike.

Thus the instructions which the Author has given respecting the management of artillery at sea, only relate to firing point-blank. His views are undoubtedly not confined to this point, he has given room to hope that in a second Memoir he will explain them for the instruction of the Officers of the Marine Artillery.

“It may be supposed from the conduct of the French in battle, that their intention was only to get clear of the English vessels, in order to avoid a decisive action.”

I suppose that the intention of the French sailors when they are engaged, is to do all the ill possible to the enemy, and that if the effect does not correspond with their intention, it is the fault of the arms which they use.

I shall only cite one fact to give an idea of the effect of our artillery. Upon the return of the French and Spanish fleets, commanded by Admiral Bruix, they fired 900 cannon shots at least, at an Algerine corsaire, without the smallest effect. I do not believe that in a combat of this nature, there was ever so much unavailing firing.

Though the preference ought to be given to directing the guns so as to make them strike the hull of the enemy's vessel, I do not think that this opinion of the Author ought to be considered as an exclu-

give principle. For instance, in a particular engagement the commander of a ship, the superiority of whose artillery over that of its antagonist is discernible, ought, it appears to me, to save the enemy's vessel, and only to fire at the rigging.

The Author, in examining the conduct of the English Admirals in battle, asserts that they have neglected manœuvring, with the advantages of position, and that they have reckoned solely on the superiority of their artillery. The English Admirals have done what every able General will do, when having the superiority of force, he can, by combating the enemy's armament in parallel order, fight it along the whole extent of its front and destroy it completely.

The Author observes, "*that the English have only produced one contemptible work upon Naval Tactics.*" But they have produced several excellent ones upon Artillery, which is at least as essential. "*That they have no Marine School.*" We have in opposition to that, no School for Artillery. "*Lastly, that they have no Naval Corps of Artillery.*" It may now be asked, if we have any? If that Body which we know by the name, is organized as it ought to be? If the men who compose it are chosen, and if they are commanded at sea by the officers who trained them?

The only French Author who has written upon the subject of the Naval Artillery is Citizen Texier Norbie. His work, though modern, appears to me incomplete, because he has not taken notice of the great changes made in the Land Artillery in 1765, and since that period, nor of the discoveries which have arisen from the discussions which the subject of artillery has undergone, although he could not be unacquainted with them. It is true that it does not seem to have been his object in his researches to appreciate the importance or advantage of these changes, nor to make any application of them to the Naval Artillery.

The Land Artillery having been carried to a pitch of perfection, which has attracted the attention of all military men, and even of the learned of Europe, it would have been surprising, if the Naval Artillery had not reaped some improvement from this perfection, were it only in those parts of its construction or management which are analogous or similar to those of the Land Artillery, if it had had a corps destined particularly to its service, of which the officers had been artillerers. This corps not having existed, the Naval Artillery has undergone very little change.

I have proved that our Naval Artillery does not furnish any means of taking a sure aim. It is still more defective with respect to its mounting, because this is not established on any rational principle; some of them being contrary to the simplest rules of Mechanics, it

would be impossible to resolve them all into one. I conclude, that in every respect it is inferior to that of the English. We have indeed the melancholy experience of this. It would not then be sufficient to secure us constant success, merely that we have perfected the construction of our vessels, that we have investigated deeply into Naval Tactics, and formed good Naval officers; it would still remain necessary to improve our artillery, and to render it, if possible, superior to that of the enemy. I shall offer some leading ideas as to the means which I think best adapted to make it regain this superiority.

It will be necessary to make our artillery lighter, which may be done without danger, as is proved by the example of the English, and of our allies the Spaniards, whose artillery is one fourth lighter than ours; to fix the dimensions of the guns upon an accurate knowledge of the laws of cohesion, of the force of tenacity in the particles of cast iron and of the effect of the powder which tends to break them.

It will be necessary to adapt to our guns *boutons de mire** and *hausses mobiles*, similar to those with which field-pieces are provided, but of which the properties will be more extended, and the use more sure, without requiring any greater skill on the part of the cannoneer.

The next thing requisite will be, to facilitate the means of taking aim by the sides of the gun; some method of making fast the guns, so that their weight being nearer to the centre of gravity as to the vessel, the motion may be made less, which must also be provided.

The carronades ought to be cast a-new, as their construction, as well as that of their frames, is evidently bad.

Schools of Artillery for the Naval Service ought to be established, in which officers, by being taught a good theory, may be prepared for serving usefully.

A corps of Marine Artillery, of chosen men, ought to be formed; to the officers of which ought to be granted, the power of directing the artillery at sea, and that of commanding and disciplining their cannoneers. These officers not being then so completely null as they are at present on board our vessels, would have the glory of being able to contribute to our success, the only one of which they could be jealous.

The zeal which animates me for the honour of the corps to which I am proud of belonging, will plead my pardon for the faults of this Essay. If I am deceived in the conclusions which I have drawn, I eagerly wish that some officers, more masters of the theory and practice of the profession, may, by making it known, propose better.

BY AN OFFICER OF THE MARINE ARTILLERY.

* The Translator is unacquainted with the English terms for this and the following expression (*hausses mobiles*), but what is meant by *boutons de mire* is the small mark near the muzzle of the gun, to direct more steadily the aim of the person who points it.

FOR THE NAVAL CHRONICLE.

MR. EDITOR,

THE *Moniteur*, or, in other words, the official Gazette of France, of which you have given a translation *, having thought proper to obtrude some observations upon the comparative Naval Tactics of France and England, and to draw from those observations a particular inference, the remarks with which I shall trouble you are intended as an answer to those observations. I shall, however, answer the *Moniteur* rather substantially than regularly, and shall reply more to the result of his arguments, than criticise his individual paragraphs. The remarks of the *Moniteur* are evidently the language of Consular command. It is an obvious finesse of Government, to excite their navy to the hope of rivalling their army. The *Moniteur* insists that the superiority of a marine force, when in action, must depend on three things: 1. The better condition of the vessels—2. The greater naval skill of the officers—3. The better use of the artillery. I grant to the Consulate Gazette that such things are the causes, but not the only causes of superiority. There is one other cause, and that, fortunately for this country, a cause which is as much a property of our nature, as fog and beef are the characteristics of our island: that cause, Sir, is the matchless firmness of our seamen!

The *Moniteur* remarks, that the continual victories of the English at sea must arise from the imprudence of the French in firing at our rigging, rather than at our hulls; but English seamen are disposed to insist, that fire as they may, at hull or rigging, the French fleet always shall, and always must, be beaten. England, says the *Moniteur*, has had but one author who has written on Naval Tactics, and he was not a seaman: all their knowledge, therefore, he adds, must be drawn from French authors. The author alluded to by the Gazette of France is Clarke. Clarke has written a book, and a most excellent book it is, upon Naval Tactics; and by the principles of that book, in some measure, have the French, Spaniards, and Dutch, been severely chastised. But Clarke is not the only author, although the others have not published any elaborate treatises on the subject. Admiral Russel (not to go farther back) was an author on Naval Tactics. Boscawen, Hawke, Rodney, were authors of the same sort. Howe, Hotham, Jarvis, Duncan, and Nelson, have published upon the same topic. There is a publication called *A Quarter-Beard*, composed of pages of most important composition. The authors above-mentioned have been rather nervously concise than eloquently diffuse. "Point your guns well, my lads; don't throw away a single shot; see but their whiskers and you will singe them."

The letter of the *Moniteur* insinuates, that the cause of the invincible defeats of the French proceed from their firing at our masts and

* See Page 143.

rigging; and that the uniform victories of the English are the natural result of firing at the French hulls. It is not here intended to reply to the individual arguments used in the *Moniteur* to substantiate his statement. It is more to the purpose to resort, in the first instance, to the truer source of British triumph, and the cureless cause of French defeat. When a very valiant Captain of a French line of battle ship, whose vessel was sunk, after a most handsome resistance, was saved from the impending peril of drowning, by the Commander of a British ship, in Lord Howe's memorable action, the prisoner, in the fullness of his gratitude for his life preserved, and a great part of his crew rescued from perdition, having thanked the English Captain with a candour correspondent to his courage, very frankly declared, that nothing in the world could stand against the broadside of a British man of war, which he pronounced to be a perfect *hail-storm* of bullets.

When the surviving first officer of a line of battle ship, taken in an action between the French fleet in the Mediterranean, and the British fleet under Admiral Hotham, had, some days afterwards, his sword returned to him, he congratulated himself upon receiving it, and at the same time observed, that he had been obliged to thrust that sword through the bodies of several of his seamen, to make the remainder stand to their guns: he at the same time asked the First Lieutenant of the Admiral's ship, on board of which the Frenchman was prisoner, how the English officers contrived to keep their men to their guns? "We have no necessity to keep them to their guns," replied the Lieutenant, "for the Devil himself could not drive them from them;" and, pointing to his speaking trumpet, said, "We have only to make them hear, they will be sure to obey." In short, Sir, the hail-storm, as the first-mentioned officer emphatically described it, is the true and only cause of conquest on one side, and the irresistible impulse that dismays, disconcerts, and defeats the other party; and as to John Bull, the hail-storm, with all its concomitant thunder and lightning of artillery, has no other effect upon him than to make him pelt away in return till he has silenced and subdued his antagonist.

It is not here intended to draw illiberal or national comparisons; the letter in the *Moniteur* has set no such example, and requires no such return: much less is it designed to vaunt any preternatural prowess; and, less than all is it meant to allude to the numbers sacrificed to give a temporary colouring of success to the French armies. There is no affinity between the two services. The hail-storm here alluded to, is the hail-storm of the main. It is sufficient just to observe, that pushing hundred upon hundred, and devoting to death thousand after thousand, to fatigue the enemy by continuation of slaughter, may answer the purposes of desperation on shore; but

such temerity afloat, whether applied to the hull or rigging of the British ships, will only augment destruction, and ensure defeat to their assailants.

The *Moniteur* states, that this superiority of the English, in firing at the hull, was evinced in the combat with Lord Howe, and in that with Nelson, at the Nile : but here, in joining with the *Moniteur*, as to the incontrovertible superiority manifested by the British squadron upon the latter unparalleled day, I must dissent from him in affixing the glory of it to that cause to which he assigns it : to no defection on the part of his countrymen's tactics, to no indiscretion of firing at the rigging instead of the hull, was the event of that matchless transaction to be attributed. No, Mr. Editor, to the hail-storm alone must we apply for an explanation of that proud and unexampled manoeuvre.

As to Howe's renowned battle in the Channel, be it remembered, that the ships of France were, on that occasion, better foused and better fought than they had ever been under the old regime ; every national, every republican, every pecuniary nerve was strained, to empower that formidable fleet to resist the English ; every exertion was made to lay their ships close to the enemy ; the old practice of firing at the rigging was completely abandoned. The prisoners in that well disputed combat unanimously declared, that the substituted system of firing at our hulls had been adopted, and executed with as much precision as the French seamen could be prevailed on to persevere in. But they did not, they could not persevere ; the hail-storm totally defeated the design.

As to the fight of the Nile, be it recollected that the French ships were at anchor ; that they had a three-decker of very heavy metal ; that Nelson had two-deckers only ; that the French purposely, declaredly, and universally pointed their whole numerous and ponderous artillery at our hulls, their broadsides at our hulls, end on : It was, at first, hundreds of shots to one, broadside to bow, point blank aim at ships necessarily less certain in their aim, because steering, and occasionally yawing ; some length of time brought our ships hull to hull : then came on the aforesaid hail-storm : then might any Frenchman, advanced in the elegances of the English tongue, have exclaimed, "From Hell, Hull, and Hail-storm, good Lord deliver us !"

In short, Sir, the *Moniteur* is correct in his data, but has erred in his conclusion, like Monsieur D'Arcon, who suggested and superintended the floating batteries at Gibraltar. That able Engineer pronounced his batteries (no doubt upon plausible data) to be impentrateble, incombustible, and insubmersible ; whereas the batteries of Monsieur D'Arcon were shot through, set on fire, and sunk.

I am, Sir, your humble servant,

HAIL-STORM.

Poetical Portray.GREAT BRITAIN,
A POEM.

VINCIT AMOR PATRIÆ.

HAIL ! happy land, around whose rocky shores
 The restless wave of hoary Ocean roars,
 How shall the Muse recount thy endless praise ?
 Weak is her fancy, low her loftiest lays ;
 To Britain's glory, strains sublime belong ;
 Heroic verse, and richer streams of song.

Here, from the earliest age, was ever seen
 The martial form of liberty serene—
 Here the brave Chief, whose steady valour bore
 Rome's haughty eagles to the German shore,
 Tam'd the fierce Gaul, and saw Pharsalia's day,
 And broke of Munda's war the firm array—
 Here found that courage, warm'd with Freedom's fires,
 The fearless minds with scorn of death inspires.
 Unskilled in every art of civil life,
 The savage Britons in the noble strife,
 The well-train'd legions gallantly withstood,
 The Seas ran purple with the Roman blood.
 Here too these dauntless heroes could restrain,
 The sweeping ravage of the cruel Dane.
 Thee, Alfred ! fam'd in learning and in war,
 That rough and hardy race was taught to fear,
 Scar'd at thy warlike voice in dire dismay,
 The Northern Raven * droop'd and fled away.
 Name, to the sacred Muse, for ever dear,
 Who 'mid the gloom of ignorance so drear,
 Could teach the light of Science how to shine,
 The wild Barbarian polish and refine,
 Pour each fair moral on the human mind,
 And ruffian rage with legal sanctions bind.

* The Danish Standard.

But, ah! unfrfriendly to each gen'rous art,
When death unspairing chill'd thy glowing heart,
The age to fierce barbarity return'd—
No more with love of ancient glory burn'd.

Now brighter aras claim my willing lays;
See heroes born—the race of happier days.
In pomp majestic see the Chief * advance,
Whose courage shook the throne of haughty France,
See Poitiers's plain and Cressy's glorious field;
See the young Victor † with the sable shield,
Unmatch'd in valour as in courtly grace,
“The first in combat, as the first in place.”
See from his ashes too, whose deeds adorn
Th' historic page, another hero born.
He, the fifth Henry, on the frighted shores
Of hostile France, his well-train'd army pours;
Who knows not Agincourt?—there nobly brave,
Ten thousand warriors found a glorious grave;
There fell the weight of that destructive blow,
That humbled France, and laid her heroes low;
There Bourbon fell on heaps of Princes dead;
There Dalbrét died—and bold Alençon bled,

But endless were the task, O Land of Fame!
Thy warriors' valiant actions to proclaim;
France and Iberia feel their matchless force,
And climes far distant tremble at their course.
Not the stout Flemish on his wasted fields,
Nor German bold, the glitt'ring sword who wields,
Nor Swiss descending from his mountain's brow,
Clad in fierce tempests, and a waste of snow,
Nor hardy Russians, nor intrepid Swedes,
Of Char'ps still boasting high the warlike deeds,
Nor ruthless Turk, nor Austrian firm in fight,
Could of thy heroes quell the dauntless might:
Germania's plain, and Flanders dy'd in blood,
The Danube rolling slow his sanguine flood,
And Ganges' broken wave, that murmur'ing flows,
Clogg'd with dire carnage of thy slaughter'd foes,
Bear thro' recording times thy fair renown,
And Nations yield to thee the martial crown.

* Edward III.

† Edward the Black Prince.

But while thy valour aways the tide of war,
 Illustrious Country ! o'er the regions far,
 With sheet expanded to the blowing gales,
 Thy fleet triumphant on the ocean sails ;
 Bold are thy fearless seamen on the wave,
 Bold on that furious element they brave,
 They court fair honour, 'mid the roaring sound
 Of surging billows, on the seas profound,
 Firm and experienc'd in the naval art,
 They guide their daring course with steady heart ;
 Firm and intrepid they direct the helm,
 Far to that cold inhospitable realm :
 The seat of Winter bleak, where mountains glow,
 Bright with eternal frost and hoary snow ;
 Far to the polar regions of the skies,
 Where waste impassive continents of ice
 Stretch to the chilling North in dreary view,
 Thy sailors glory in those tracts pursue.

'Tis Britain's honour to make discord cease,
 And join the Nations in the league of Peace ;
 Bid harvests flourish where the desert scowl'd,
 And plant fair cities where the savage howl'd ;
 Spread each ennobling virtue of the mind,
 And the vast world in social commerce bind ;
 For this Drake ventur'd to the Western shore,
 Thro' seas that never felt the keel before ;
 For this too, Raleigh, wise experienced sage,
 The pride and stain of a degenerate age ;
 For this, of equal fame tho' later time,
 Thy Cook undaunted travers'd every clime.
 Muse ! at that name let tears eternal flow,
 Pay to the sacred dead the meed of woe ;
 See Commerce weep, and drooping Science mourn,
 With hair dishevell'd o'er his silent urn.

But when incens'd to punish lawless pride,
 Thy fleets, Oh Britain ! on the ocean ride,
 Fierce from their ports the blasting vengeance flies,
 Then wild defeat and desperate rout arise ;
 Death on the deck assumes his dreadful stand,
 And points the cannon with his slaught'ring hand,
 Thus fell the armament of boasting Spain,
 Brave Howard whelm'd them in the British main ;



So where Domingo rises o'er the flood,
 France shed in copious streams her flowing blood,
 When gallant Rodney thro' her centre broke,
 In vollied thunder, and a night of smoke :—
 Great Naval Hero ! to thy deathless name,
 The rescued Nation plans the bust of Fame ;
 Still shalt thou live, while time shall flow along,
 In lays historic, and the Poet's song ;
 But while thy Britain glories in her Chief,
 Her feeling bosom throbs with tender grief ;
 She weeps her warriors in the raging fight,
 Who nobly perish'd in their country's right ;
 She sees her Blair among her Heroes dead,
 And stretch'd with Blair, on Honour's awful bed,
 Her Manners too, the gallant, young, and brave,
 Who fell to conquer, and who died to save.
 Ah ! virtuous heat, and Valour's gen'rous flame ;
 Ah ! daring lust of honourable fame.

DESCRIPTION OF PLATE XLI.

THIS Plate represents the situation of the *William Tell*, French ship of war, of 84 guns, as disabled by his Majesty's ship the *Penelope*, of 36 guns, Captain Blackwood, on the night of the 29th of March, 1800, on her endeavour to escape from Malta. The *Lion*, of 64 guns, Captain Manly Dixon, and the *Foudroyant*, of 74 guns, Captain Sir Edward Berry, are seen coming up from a distance at day-break. For Gazette account of the engagement, we refer our readers to vol. iii. page 500 ; also for minute particulars, see page 508 of the same volume, given in a letter from on board the *Foudroyant*.

The following is the French account of this memorable capture, as transmitted to the Minister of Marine, by which our readers, on comparison, may form an idea of the fallacy of republican official veracity.

"Vice-Admiral DECRES to the Minister of Marine and the Colonies.

"CITIZEN MINISTER,

1st Floreal, 8th year.

"I HAVE the misfortune to transmit to you an account of the capture of the ship William Tell, commanded by Captain Sannier, and on board of which I had recently hoisted my flag.—It was on the 8th Germinal, at eleven at night, when the ship left the port, the moon had gone down about an hour, scudding before the wind, she had already doubled a part of the enemy's fleet, when she was recognized by a frigate, which immediately pursued her, at the same

Vol. IV.

H H

time firing her guns in order to point out the chase, and bring up the enemy's ships. It was the *Penelope*, of 44 guns, which unfortunately gained ground of the *William Tell*; she gained so fast upon her, that at one o'clock of the morning of the 9th, she was near enough to fire right into her stern. The *William Tell* returned the fire from her stern chases; her shot several times struck the *Penelope*, but did not prevent her repeating her fire during the whole of the night, with all the advantage which she derived from her superior style of sailing and the choice of position, as well as from the necessity which compelled me to fly. An hundred times I was tempted to manœuvre in order to cripple her from fighting, as well as some cutters that followed her and annoyed us with their fire, but as the wind blew fresh, and I observed, notwithstanding the darkness of the night, several ships at the extremity of the horizon in full sail to support her, I was sensible that by lying to, I should be giving them all time to come up, and that my escape would be impossible. We were thus annoyed during the whole of the night by this frigate, whose fire brought down our main-top-mast about five in the morning. At that moment the *Lion*, of 64 guns, came up within musket shot to the larboard of the *William Tell*, while the *Penelope* continued firing astern. For three quarters of an hour, during which the *Lion* was on our quarter, a brisk fire was maintained on both sides. At last her's slackened, and we were within pistol-shot of each other, when, perceiving that there was not a single person on the quarter-deck, I ordered Captain Saunier to seize the first opportunity of boarding. The first attempt made by that gallant officer did not succeed, owing to the precautions of the enemy, but having tried a second effort, the *William Tell*'s bowsprit was entangled in the shrouds of the *Lion*, and we should certainly have succeeded in boarding if our bowsprit had not gone in two and disengaged the ships, at the moment when one of our sailors had reached a part of their rigging, and a troop of brave fellows were preparing to follow him. This *coup de main* failing, the *Lion*, without a single sail, her rigging cut to pieces, and her mast ready to go by the board, was compelled to fall back without firing a single cannon. The *William Tell* for some minutes pursued her, but was soon compelled to quit her, in order to receive the *Foudroyant*, who now took part in the engagement. It was about six o'clock; the *Foudroyant*, of 84 guns, one of the finest vessels in England, passed astern of the *William Tell*, calling out to her to strike, and at the same time pouring in her whole broadside. In consequence of their manœuvres the two ships were soon alongside of each other, the *Foudroyant* on the starboard, and the *Penelope* on our quarter; the fire at that moment on both sides was terrible, we continued as close to each other as it was possible without being able to board. In about thirty-six minutes

the fore-mast of the *William Tell* gave way, and at three-quarters past six her main-mast shared the same fate. The sails and rigging of the *Foudroyant* were cut to pieces, and she was for some time ungovernable, and as her stern was towards us, her mizen-mast was divided, and several of her yards were hanging in different directions. In the mean time the *Lion*, which had retired from the engagement for more than an hour, had repaired her damage, and returned to attack us on our larboard. In the state in which the *William Tell* was, I confess I had but little hopes of the issue of so unequal a combat, but the determined resolution of her crew was such, that I was certain she would be dearly purchased by the enemy; besides, while the ship was manageable, we were capable of any bold attempt, without dread of the consequences. It was for that reason I ordered Captain Saunier to board the *Foudroyant*, whose fire I perceived had abated. The Commander seized the first opportunity that presented itself, and rushing suddenly on her starboard, he crossed her bowsprit. The enemy judging of our intentions, manœuvred in order to prevent our boarding; the two vessels nearly touched each other, but could not absolutely meet. The result of this manœuvre was, that the *Foudroyant*, which had already lost her mizen-mast, was terribly mauled both fore and aft, her fore-top-mast had fallen, and she was fain to sheer off with what masts she had standing. During the rest of the engagement she kept at a distance, which did not admit of our boarding her. It was then that Captain Saunier, who had directed the manœuvre with uncommon ability, was severely wounded. He was immediately replaced by Lieutenant Donadieu, an officer of very great merit. From seven o'clock the *William Tell*, having only her mizen and mizen-top-mast left, had to engage two ships of the line and a frigate; she answered their fire by both her broadsides, and frequently by her guns astern. The rigging had several times taken fire, and had been repeatedly extinguished; several explosions which I had heard on board the enemy's ships, assured me that the same accident had happened to them. Unfortunately the falling of the masts obstructed the working of several of our larboard guns, and we were obliged to be continually throwing water on that side where the ruins of the masts and rigging, which we were unable to remove with sufficient speed, threatened every moment to set fire to the ship. At eight o'clock (and I mention this moment because I cannot determine what was the state of the guns at the end of the action), there were two destroyed by the enemy's shot, and nineteen dismounted, without reckoning those on the quarter-deck. As the main-mast had been twice cut, one of the pieces, which was fourteen feet long, lay across the quarter-deck, and so entirely obstructed it, that it was impossible to move. Not-

withstanding this accident, and the appearance of the blood, which overflowed all the decks, the resolution of the crew seemed to increase; and notwithstanding the united fire of three ships of the line, the defence of the *William Tell*, at half past eight, was still vigorous; at that moment her mizen-mast fell on the larboard side. The whole of that side against which the fire of the *Lion* was directed, was obstructed by the masts. The enemy taking advantage of our embarrassed situation, were enabled to chuse that which was most convenient for them, while it was impossible for us to avail ourselves of the same advantage. The *Foudroyant*, which had received the most of our fire, was unable to haul on our starboard, but the *Lion* was on our larboard quarter, though her sails, rigging, and yards, were cut to pieces. At length the *Penelope*, which had received but little damage, headed us, and the *William Tell* received the fire of all three: without a mast standing, the ship ungovernable, and reeling from the violent motion of the waves, which she had no mast or sail to counteract, we were obliged to shut her lower ports in order to prevent her filling. In this situation it was too evident not only that it was impossible to save the ship, but that it was out of my power further to injure the enemy. I was sensible that the men I might lose by a longer resistance, would be the useless victims of a vain obstinacy; upon this conviction, and persuaded that the defence of the *William Tell* had been in every respect truly honourable, I thought it my duty to submit to fortune, and about thirty-five minutes past nine, after the ship was a wreck, the flag was struck. The *Penelope* was the only ship able to take possession of her, and board her with a sufficient number of sailors to carry her to Syracuse. The enemy did not attempt to conceal the considerable loss they sustained, and from what I have seen, and what I was informed immediately after the affair, it is certain that in this respect the vanquishers have not been more fortunate than the vanquished. I deem it superfluous to make any encomiums on the conduct of the crew of the *William Tell*; the fact alone of the engagement, and of the three attempts to board, which, notwithstanding the superiority of the enemy, promised success, will sufficiently inform you, Citizen Minister; what confidence I was justly inspired with by the talents of the Captain, the devotion of the officers, and the bravery of the whole of the crew I had the honour to command.

“ DECRES.”

In our next Publication we shall give some critical remarks and observations on the preceding statement; and by comparing the two accounts, that of Captain Dixon's with the French, shew at one view the falsehood and absurdity of the latter.

Gazette Letters.

ADMIRALTY-OFFICE, AUG. 23.

Copy of a Letter from Captain Durham, of his Majesty's Ship Anson, to Evan Nepean, Esq. dated Gibraltar, 27th June.

SIR,

I BEG you will be pleased to inform my Lords Commissioners of the Admiralty, that this morning, at day-light, I discovered a large convoy, between forty or fifty sail of different descriptions, in the Straits of Gibraltar. I immediately got under weigh and gave chase; on our approach they got under the batteries, where they were covered by twenty-five gun-boats, who, together with the forts, very much annoyed us; notwithstanding, with the assistance of two Gibraltar row-boats, we captured eight, one of which was afterwards re-taken; they prove to be Spaniards, bound from Malaga to Cadiz.

I have the satisfaction to inform their Lordships, that I have this moment returned to my anchorage with the prizes.

I feel much obliged to Captain Hay, of the Constance, for his disposition of the armed boats, which, had it been calm, would have rendered our success much more complete.

I am, &c.

P. C. DURHAM.

ADMIRALTY-OFFICE, AUG. 23.

Copy of another Letter from Captain Durham, of his Majesty's Ship Anson, to Evan Nepean, Esq. dated Gibraltar, 30th June, &c.

SIR,

I have great satisfaction to inform my Lords Commissioners of the Admiralty, that last night I had an opportunity of cutting off two of the Spanish gun-boats (the Gibraltar, and Salvador), who had been for several days a very great annoyance to my convoy; they are fine vessels, commanded by King's Officers, mounting two eighteen pounders in the bow, and eight guns of different dimensions, manned with sixty men. They defended themselves very gallantly, and I am afraid have lost a number of men.

I am, &c.

P. C. DURHAM.

ADMIRALTY-OFFICE, AUG. 30.

Copy of a Letter from Captain Mudge, Commander of his Majesty's Sloop Fly, to Evan Nepean, Esq. dated Guernsey Roads, the 24th instant.

SIR,

The heavy gales from the N. E. to N. N. W. obliged me to quit the coast of Cherbourg, and with much difficulty cleared La Hogue, off which place I captured the Trompeur French cutter privateer; had been from Cherbourg two days, and had taken nothing. It blows still hard from the Northward, but the moment it moderates will proceed as before.

I am, with respect, &c.

ZACHARY MUDGE,

ADMIRALTY-OFFICE, SEPT. 6.

Copy of a Letter from the Earl of St. Vincent, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated off Usbant, Sept. 2.

SIR,

For the information of the Lords Commissioners of the Admiralty, I enclose a letter this moment received from Rear-Admiral Sir John Borthwick Warren, of his Majesty's ship Renown, and another from Captain Keats, of his Majesty's ship the Roadicea. I am, &c.

4

ST. VINCENT.

Copy of a Letter from Rear-Admiral Sir John Berlese Warren, K. B. to Admiral the Earl of St. Vincent, K. B. dated Renown, Bay of Playa de Dominos, Aug. 27.

MY LORD,

I beg leave to inform you, that the squadron and convoy under my command arrived off this Bay on the 25th instant, without having fell in with any thing excepting the St. Vincent Schooner, who had parted from Captain Curzon.

General Sir James Pulteney having desired that the troops might be disembarked, I directed Sir Edward Pellew to superintend that service, assisted by Captains Hood, Dalrymple, Fyffe, and Stackpool, with Captains Guion, Searle, and Young, which was most ably performed on the same night in the Bay above-mentioned, after a fort of eight twenty-four pounders had been silenced by the fire of the Impetueux, Brilliant, Cynthia, and St. Vincent gun-boat; the whole army were on shore without the loss of a man, together with sixteen field-pieces, attended by seamen from the men of war to carry scaling-ladders, and to get the guns up the heights above Ferrol.

On the morning of the 26th the General informed me, by letter, that from the strength of the country and works, no further operations could be carried on, and that it was his intention to re-embark the troops, which I ordered to take place, and the Captains of the squadron to attend; and I have the satisfaction to add, that, by their indefatigable exertion, the whole army, artillery, and horses, were again taken on board the transports and men of war before day-break on the 27th.

I shall immediately proceed with the squadron and convoy, in pursuance of the latter part of your Lordship's orders.

I have the honour to be, &c.

J. B. WARREN.

MY LORD,

Bodicca, off Ferrol, August 20.

I have the honour to inform your Lordship of the capture of the Spanish ship La Union, of 650 tons, 22 guns, and 130 men, by his Majesty's ship under my command, on the 14th instant; the ship sailed from Corunna on the 13th, was bound to Buenos Ayres, and has on board various merchandize.

I have the honour to be, &c.

The Earl of St. Vincent, K. B. &c.

R. G. KEATS.

ADMIRALTY-OFFICE, SEPT. 13.

Copy of a Letter from the Earl of St. Vincent, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated on board the Royal George, off Usbant, Sept. 7.

SIR,

I enclose letters from Rear-Admiral Sir John Warren, this moment received by the Brilliant. I am, &c.

ST. VINCENT.

MY LORD,

Renown, Vigo Bay, Sept. 2, 1800.

I beg leave to inform you, that, on having ordered Captain Hood of the Courageux to lead into this Bay, I received a letter from him on the same evening, and immediately ordered two boats from this ship, the Impetueux, and London; and refer your Lordship to a letter which accompanies this, for the account of a gallant action performed by the boats of Captain Hood's detachment under Lieutenant Burke's orders, whose merit upon this as well as former occasions will, I trust, induce your Lordship to recommend him to the favour of the Lords Commissioners of the Admiralty, more especially as he has been severely wounded in the service.

I have the honour to be, &c.

Earl of St. Vincent, K. B.

JOHN WARREN.

SIR,

His Majesty's Ship Courageux, Vigo-Bay, Aug. 30, 1800.

Perceiving yesterday afternoon the French privateer in the harbour had removed for security near the Narrows of Redondella, close to the batteries, where I thought there was a probability of her being attacked with success; I ordered two boats from each ship named in the margin*, with those of the Renown, Impetueux, and London, you sent me, and four from the Courageux,

* Amethyst, Stag, Amelia, Brilliant, and Cynthia.

commanded by Lieutenants volunteering their services, to be ready at nine o'clock, and placed them under the direction of Lieutenant Burke, of the *Renown*, whose gallant conduct has so often merited your commendation.—About forty minutes past twelve they attacked her with the greatest bravery, meeting with desperate resistance, her Commander having laid the hatches over to prevent her people giving way, and cheered as the boats advanced; but notwithstanding this determined opposition, she was carried in fifteen minutes.

I am sorry to add Lieut. Burke has received a severe wound, but I hope not dangerous. Our loss has been as per enclosed list, the greater part occasioned by the desperate conduct of her Commander, who was mortally wounded. Too much praise cannot be given to these deserving Officers and men, who so gallantly supported Lieut. Burke, and towed her out with much coolness through the fire of the enemy's batteries. I need not, Sir, comment on the ability and courage of the commanding Lieutenant, his former services having gained your esteem; and I have no doubt the sufferings of his wound will be alleviated by that well-known attention shewn to Officers who have so gallantly distinguished themselves, for which I beg leave to offer my strongest recommendation.

The privateer is a very fine ship, named *La Guipe*, of Bourdeaux, with a flush deck, 300 tons, pierced for 22 guns, carrying 18 nine-pounders, and 162 men, commanded by Citizen Dupan, stored and provisioned in the completest manner for four months. She had twenty five killed, and forty wounded.

I have the honour to be, &c.

SAMUEL HOOD.

A Report of the killed, wounded, and missing in the Boats employed in taking the French Privateer La Guipe, in Vigo-Bay, on the Evening of the 29th of August, 1800.

Lieut. Henry Burke, of the *Renown*, wounded.

Lieutenants John Henry Holmes and James Nourse, of the *Courageux*, slightly wounded.

Three seamen and marine, killed.

Three Officers, twelve seamen, and five marines wounded.

One seaman missing.

(Signed) SAMUEL HOOD.

ADMIRALTY-OFFICE, SEPT. 13.

Copy of a Letter from Vice-Admiral Lord Hugh Seymour, Commander in Chief of his Majesty's Ships and Vessels at the Leeward Islands, to Evan Nepean, Esq. dated Fort-Royal Bay, Martinique, June 15, 1800.

SIR,

I have the satisfaction to enclose to you, for the information of my Lords Commissioners of the Admiralty, a letter which I have received from Captain Western, of his Majesty's ship *Tamer*, acquainting me, that he had on the 1st instant, fallen in with and captured, after a chase of eight hours, the French privateer ship *General Massena*.

I am Sir, &c.

H. SEYMOUR.

MY LORD,

Tamer, Barbadoes, June 3.

I have the honour to inform your lordship, that on Sunday last, the 1st instant, I fell in with and captured, after a chase of eight hours, within gunshot (his stern-chases constantly flying over the *Tamer*), the French privateer ship *General Massena*, pierced for eighteen guns, besides a bridle port, but had only sixteen on board, and 150 men; his guns, except four brass twelve-pounders, with all his boats, spars, &c. he threw overboard during the chase; he is forty days from Bourdeaux, and coming as a cruiser amongst these islands, he had captured the *Adventure* of Liverpool, laden with coals, bound to Demerara, and burnt her; and two Americans, one of which he burnt, and the other he sent to Guadaloupe.

I am, &c.

T. WESTERN.

JOURNAL OF THE PROCEEDINGS

OF

VICE-ADMIRAL DICKSON'S SQUADRON.

Extract of a Letter from Yarmouth, Sept. 14.

"THE return of the squadron under the command of Vice-Admiral Dickson to Yarmouth Roads enables me to furnish you, for the information of the public, with an account of its operations from the time it quitted England to this period.

"I shall begin by informing you, that we sailed from Yarmouth with the ships and vessels named in the margin*, on the 9th of August, at seven in the morning; we had a fair wind, though but little of it during our passage; nevertheless, by ordering the fast sailing ships to tow the slow sailing ones, we reached the Skaw on the 15th following, having previously dispatched Sir Home Popham, in the Romney, to advance as high as to the entrance of the Sound, for the purpose of procuring intelligence of the strength and position of the Danes, and for forwarding such dispatches, as he might meet with from Lord Whitworth.

"On the 14th we had received information, that three sail of Danish 74 gun ships were moored with springs on their cables, across the narrowest part of the Sound, extending from Cronberg Castle to the Swedish shore; and that the guardship (a frigate of 40 guns) was moored so as to defend that flank of their line next the Castle.

"On the 16th, at four o'clock in the morning, the whole of the squadron had advanced as high as the Kholm; it blew hard at N. W. which wind is directly through the Sound, and it would appear the Admiral's orders were not to enter it.

"On Saturday the 17th, a Danish 74 gun ship passed through the squadron and proceeded to Elsineur, where she took her station in the line: for two days, during a hard gale of wind at N. W. did the squadron continue to beat against it, and by great exertions nearly held its ground; but it continuing to blow with equal violence on the third day, and the Ardent and Glatton (two bad sailing ships) being in a very dangerous and critical situation, and the masters, pilots, and others in the fleet; having already declared that the Sound afforded no anchorage for the squadron, the Admiral dispatched a letter to Sir Home Popham in the Romney (who, on account of the gale, had entered the Sound), desiring him to apprize Lord Whitworth and the Danish Commodore of his intention to proceed to Elsineur: a situation the Admiral chose for three reasons (I apprehend): first, to afford security and protection to the British trade in the Baltic;—secondly, for safety to the squadron; and, lastly, by his actual presence, to give weight to the negotiations Lord Whitworth was charged with. With this view the Admiral caused the squadron to bear up on the 19th for Elsineur; it proceeded accordingly to the Sound, in which it anchored at 3 P. M. and rode in safety, notwithstanding the pilots had asserted it to be impossible. The Admiral stopped here for the purpose of making his arrangements for passing the Castle and the Danish squadron, in the event of hostile proceedings on their part; but he had scarcely anchored, before he

* Monarch, Glatton, Polyphemus, Ardent, Veteran, Romney, Isis, Warsamheid, and Martin; Volcano, Hecla, Sulphur, and Zebra bombs; Boats, Furious, Griper, Swinger, and Haughty gun-vessels.

received a very polite letter from Commodore Leiken, commanding the Danish ships, inviting him, in the name of his King, to come to Elsinour Roads.

"I shall not take upon me to decide, whether this measure was dictated by sincerity, or whether it was an act arising from necessity, on the part of the Danish Court; but I fancy it did away a difficulty in the Admiral's orders.—Here Sir Home Popham went on board the flag ship; the Admiral also received dispatches from Lord Whitworth, requesting him to come to Elsinour. He now determined to put his plan into execution; directions were therefore given this evening, accompanied by an order of anchorage, for the ships to weigh separately on the succeeding morning, and passing the fort and Danish line, to anchor above them, agreeably to the prescribed order: in the morning the Admiral went on board the Romney, and passing very near the Castle, proceeded about twelve miles up, and anchored off Sophienberg, in expectation of seeing Lord Whitworth; but his Lordship being engaged with the Danish Ministers this day, could not meet him. He went the next, when he met his Lordship, when a plan of co-operation was agreed upon, in consequence of which the Romney advanced to Copenhagen, and four bombs and two gun-vessels occupied the intermediate space between that ship and the squadron, for the purpose of communication, which, by means of a telegraph established by Sir Home Popham, was both rapid and correct. Matters being carried thus far by way of demonstration, the Danish Court, which at first treated with ridicule our pretensions, began to see things in a serious point of view; it had inquired, and found that our vessels chosen for communication were composed of bombs, placed also in a situation to bombard the city of Copenhagen, and the squadron advanced, so as to be able to protect and cover them, in the execution of such service.

"On the 23d, the Danish men of war seeing themselves cut off, made a movement, anchored above the British squadron, and moored up and down the channel leading to Copenhagen: they gave as a reason for this movement, that they had anchored on bad holding ground; the Admiral therefore pleaded the same excuse, and made a counter-movement, and placed the squadron in its relative position to that of the Danish ships; but from our numbers, we were much advanced above them, and in a situation to cut them off as effectually as at first, without the fear of being annoyed by the fort.

"On the 24th the Danish ships made another movement, which the Admiral intended in the evening to counteract, and weighed for that purpose, but they again got under sail, and ran higher up. As enough had been done, I apprehend, by way of demonstration, I conclude the Admiral intended to let them rest here; but their movements and the several positions they had taken, were merely feints to disguise their real intentions, for the next day they ran up to Copenhagen, passed the Romney, and moored across the harbour. The Danish Court now held a different language; it came into terms, and matters were amicably adjusted.

"It is common in Denmark, during the harvest, to permit the free men belonging to the army to assist in getting in the corn; the whole of them, on this occasion, were called in to join their several regiments, and all the country round was employed in repairing and strengthening the fortress of Cronberg, and the works around Copenhagen. A great expence has been incurred by Denmark, which they have levied a tax of two and a half per cent. on all trade to defray."

Naval Courts Martial.

PORTSMOUTH, SEPTEMBER 5.

THIS day, pursuant to an Order from the Lords Commissioners of the Admiralty, a Court Martial was held on board the *Gladiator*, in this Harbour, on Mr. GEORGE HUDSON, Surgeon of His Majesty's ship *Beaver*, for striking and using reproachful language to Lieutenant SYMONS, of the said ship.

Admiral HOLLOWAY, President,

Capt. E. HARVEY,	Capt. PICKMORE,
— J. S. YORKE,	— GREY,
— MACNAMARA,	— LORING,
— LARCOM,	— MAINWARING,
— POYNTE,	— PROUSE.

M. GREETHAM, Esq. Judge Advocate.

The charge having been proved against the said Mr. GEORGE HUDSON, and as the offence falls under the 22d Article of War, the Court did, therefore, adjudge him to suffer *Death*, on board such ship of His Majesty, at Spithead, or in Portsmouth Harbour, and at such time, as the Commissioners for executing the office of Lord High Admiral of Great Britain and Ireland, &c. or any three of them for the time being, should direct. But it appearing that the offence proceeded from an error in judgment of the said George Hudson; and the Court being fully convinced thereof, by the contrition he repeatedly exhibited as soon as he was aware of the same, and by his very earnest desire to make atonement for the offence—the Court did, in the most earnest and impressive manner, recommend the said George Hudson for mercy, since which we are happy to say he has received His Majesty's most gracious pardon.

11. A Court Martial was held on board the *Gladiator* on Lieutenant E. H. CLARK, of the *Alliance*, for absenting himself without leave.

Admiral HOLLOWAY, President.

The charge being fully proved, he was sentenced to be dismissed His Majesty's service, and rendered incapable of serving in any capacity whatever in the Royal Navy.

16. Lieutenant PACY, of the *Beaver*, was tried by a Court Martial, held on board the *Gladiator*, for Disobedience of Orders; and being found Guilty, he was dismissed his ship, and put at the bottom of the list.

PLYMOUTH, SEPTEMBER 2.

This Day a Court Martial was held on board the *Cambridge* flag ship, in Harbourside, Admiral Sir T. PARKER, Bart. on JOHN BARNETT, one of the Mutineers of the *Danée*, Captain Lord PROBY.

Vice Admiral Sir HENRY HARVEY, K. B. President.

BARNETT was discovered in Mill prison on Sunday the 24th ult. the day previous to his marching for Stapleton prison with 400 other prisoners, by Lieut. NEVILLE LAKE, first of the *Danée*. Mr. Cleverton, at his request, with his usual promptitude, had the prison mustered in his presence; after going through the ranks, he fixed on Barnett as the man who steered the ship into Camaret Bay, and a principal ringleader in the Mutiny: it was more than probable he would have escaped, as he is a Jersey man and speaks French fluently. He was taken in *La Vengeur* French privateer about 3 months since. The Court Martial sentenced him, after a fair and impartial trial, to be hanged at the yard-arm of such ship as the Lords Commissioners of the Admiralty shall appoint.

EXECUTION.

9. This morning pursuant to Orders from the Lords Commissioners of the Admiralty, the above unhappy man was conveyed on board *La Pique* of 38 guns, Captain YOUNG, attended by all the boats of the fleet, manned and armed to witness the awful sight. The signal for punishment was flying from day-break on board the *Cambridge* and *La Pique*. At half past ten o'clock, the prisoner, accompanied by the Chaplain, proceeded along the gangway to the platform on the fore-castle when the Provost Martial placed the rope round his neck. He then prayed fervently for some time; after which the fatal gun fired, and he was instantly run up to the fore yard arm, a dreadful example to all Mutineers. After hanging one hour, his body was lowered into a shell, and conveyed to the Royal Naval Hospital for interment.

MONTHLY REGISTER

OF

Natal Events.

DENMARK.

IN our former number we had the disagreeable task of relating some unpleasant circumstances which had threatened to be the forerunners of a serious rupture between Denmark and Great Britain. It is exceedingly gratifying to us that, in the present, we are enabled to wind up our narrative with an account of a favourable termination of the affair; and that the situation of things seems to warrant a hope that the two countries will preserve a good understanding with each other. It was not that Britain had any thing to fear: a single effort of her power must have crushed so weak an enemy; but the feelings of humanity recoiled from the necessity of extending the horrors of war. Happily, that dreadful alternative, that "last," and deservedly last, "argument of kings," has been avoided.

The decided conduct of our Cabinet has dissipated every apprehension, and, if we do not greatly err, averted all danger of the threatened Armed Neutrality. No time was lost in deputing Lord Whitworth to the Court of Denmark, accompanied by the Fleet under Vice-Admiral Dickson*, consisting of seven sail of the line, besides bomb and gun-vessels, to procure a full explanation. The Danish government immediately dispatched messengers to the court of Petersburg, and appeared to rest its proceedings on the result of those communications. On the 19th of August, however, the British Envoy had the satisfaction of signing a convention with the Danish minister, Count Bernstoff.

The following are the principal articles of the Convention:

"The Danish frigate and convoy, carried into Deal, shall be repaired at the expence of Great Britain, and then released.

"The discussion respecting the asserted right of the English to visit convoys, shall be adjourned to a farther negotiation in London.

"Until this point is decided, Danish ships shall only sail under convoy in the Mediterranean seas, to protect them from the Algerine cruisers, and shall be liable to be searched as heretofore.

"The convention shall be ratified by the two courts within three weeks."

We are sorry to observe that the court of Denmark still considers "the right of the English to visit convoys" as a point that requires discussion. That such a right necessarily exists, seems evident from the plain consideration suggested by Sir William Scott, in his very able and intelligent speech delivered on a late occasion, and which we have already inserted†; "that unless neutral vessels be visited, it is impossible to ascertain their neutrality."

Extract of a Letter from an Officer on board the Trusty.

Vigo Bay, Aug. 31.

We arrived here last night, when some boats were manned with sailors, and sent to cut out some vessels that were observed lying under the batteries. They returned this morning with a sloop of war; and sorry I am to state, that we lost in this service eight men, and seven are wounded. The First Lieutenant of the Renown was shot through the thigh with a musket-ball. We expect more sport to-night, as orders are given to make another attack upon two more sloops of war and some merchantmen, that are lying under the batteries. Where we go next is uncertain; but it is generally supposed Malta will be our destination from this place.

* See Journal of Proceedings, page 140.

† See page 206.

BLOCKADE OF CADIZ.

Copy of the Notice sent by Rear Admiral Sir Richard Bickerton, to Consuls of Neutral Nations at Cadiz.

*His Britannic Majesty's Ship, Swiftsure, off Cadiz,
July 22, 1800.*

GENTLEMEN,

I have this moment received your letter of the 15th instant, and in reply, beg leave to refer you to Lord Keith's letter of the 5th of December, 1799, in which you will observe that the Consuls of all the nations in amity with Great Britain, have been duly informed of the Blockade of Cadiz, and that any vessel attempting to enter or sail from that port would be detained, and proceeded against according to law. I am directed, as far as possible, to enforce the blockade, and I cannot allow any laden vessel to depart from Cadiz, unless she has a pass from the Commander in Chief of his Britannic Majesty's fleet in the Mediterranean; but neutral vessels without cargoes will not be molested, the Prosper American ship excepted, which entered Cadiz after being warned not to do so, and was cleared out for Algiers. It is very possible several vessels may have escaped our cruisers, and got into Cadiz; but some of his Britannic Majesty's ships have always been off the Port. Vessels departing from Cadiz in ballast, are to endeavour to speak any British man of war they may fall in with in the neighbourhood.

I have the honour to be, Gentlemen,

Your most obedient humble servant,

(Signed) R. BICKERTON, Rear-Adm.

To the respective Neutral Consuls resident at Cadiz.

Extract of a Letter from an Officer of one of the Ships of War. that have arrived in Cawsand Bay.

Cawsand Bay, Sept. 11.

We arrived on Monday from the fleet: you, of course, will expect something new; but all the information I had to give has already appeared in the papers. I have, however, an opportunity of sending you the following port intelligence:

LIST OF SHIPS IN CAWSAND BAY.

Ships.	Guns.	Commanders.
Ramilies - - - -	74	Capt. Grindall.
Captain - - - -	74	— Sir R. Strachan.
Bellona - - - -	74	— Sir T. Thompson.

IN PLYMOUTH SOUND.

Brilliant - - - -	28	Capt. Hon. C. Paget.
Havick - - - -	18	— P. Bartholomew.

IN STONEHAM POOL.

Viper Cutter - - -	14	Lieutenant Coghlan.
Several Gun Vessels, Hired Cutters, &c.		

IN HAMOAZE.

La Pique - - - -	40	Capt. Young.
L'Ambuscade - - -	40	— Hon. J. Colville.
Phæbe - - - -	36	— R. Barlow.
Eurydice - - - -	24	— J. Talbot.
L'Heureux - - - -	24	— L. O. Bland.
L'Victorieuse - - -	12	— J. Richards.

The San Joseph is in great forwardness, and will be undocked shortly. It is said the Nemesis ship's company will be turned over to her, on her arrival. The Garland, (late Mars,) of 24 guns, and the Raven, of 18 guns, are fitting in dock. The Culloden, of 74 guns, is in dock also, to have her leaks stopped: it is said she is quite unserviceable. The shipwrights are employed in getting the frame of the Hibernia up. The Simpson, L'Infaillant, Europe, and Prudent, have had their prisoners taken out: it is thought they will be paid off. The Resolute, of 36 guns, is fitting for a slop-ship. The Myrmidon, of 20 guns, is to be paid off.

Sailed the Montague, of 74 guns, Capt. Knight, to join the Channel Fleet.

A List of his Majesty's Ships and Vessels now on the Lisbon, Gibraltar, and Mediterranean Stations.

Those marked thus * are on their passage.

Those marked thus † are *armée en flûte*.

Name.	Guns.	Commanders.	Name.	Guns.	Commanders.
Le Tigre, - - - 80		Com. Sir Sydney Smith.	L'Aurore (pri. sh.) 12		Capt. J. Richards.
Pyrotyant, - - - 80		Capt. E. J. Casst.	Courageux, - - - 12		R. D. Oliver.
Alexander, - - - 74		Sir E. Berry.	Mermald, - - - 12		Charles Ogilvie.
Androskou, - - - 74		A. I. Ball.	* Greyhound, - - - 12		James Hillyar.
Dragon, - - - 74		D. Gould.	† Niger, - - - 12		S. J. Ball, rd.
Genereux, - - - 74		G. Campbell.	Pearl, - - - 12		S. Peard.
Kent, - - - 74		M. Dixon.	Succes, - - - 12		F. Braver.
Leviathan, - - - 74		W. Hope.	Aurora, - - - 12		T. Rogers.
Minotaur, - - - 74		Rear-Adm. I. T. Duckworth.	Mercury, - - - 12		J. Pengelly.
Swiftsure, - - - 74		Capt. J. Carpenter.	† Pegasus, - - - 12		J. Morris.
Northumberland, 74		Vice-Adm. Lord Keith.	Thibet, - - - 12		O. Colman.
Thetis, - - - 74		Capt. T. Lewis.	† Venus, - - - 12		J. Melhuish.
† Statist, - - - 64		Rear-Ad. Sir R. Bickerton.	* Alliance (et. sh.) 24		G. E. Hammond.
† Wassenaar, - - 64		Capt. E. Hallowell.	Champion, - - - 24		J. Mortimer.
Lion, - - - 64		G. Martin.	La Constance, - - 24		J. B. Hay.
† Charon, - - - 44		John Stiles.	La Meuse Citoienne, 20		Robert Jackson.
Dove (armed trans.) 44		G. Scott.	Comorant, - - - 20		Hon. C. Boyle.
Expedition (et. sh.) 44		J. Larmour.	Pereux (bomb), - 20		H. Compton.
† Experiment, &c. 44		Lord W. Stuart.	Coron, - - - 18		W. Alcock.
Immortalite, - - 44		Richard Bridges.	Cameleon, - - - 18		Hn. G. H. L. Dundas.
La Minerve, - - 42		Lieut. H. Kent.	La Fortune, - - 18		Geo. Davies.
Santa Dorothea, - 42		Capt. T. Wilson.	Port Mahon, - - 18		W. Buchanan.
Santa Theresa, - 42		I. G. Saville.	El Vincen, - - 18		Geo. Miller.
Princess Charlotte, 40		H. North.	Minerva, - - - 16		John Stewart.
† Hebe, - - - 38		G. Cockburn.	La Moskova, - - 16		Lieut. F. G. Bond.
Phoebe, - - - 38		M. Downman.	Netley, - - - 16		Capt. T. Briggs.
† Talia, - - - 38		R. Campbell.	La Salamine, - - 16		
* Thetis, - - - 38		T. Stephenson.	Peterell, - - - 16		
* La Topaze, - - 38		George Reynolds.	Incendiary (dreship), 14		B. D. Dunn.
Caroline, - - - 36		I. N. Morris.	La Mutine, - - - 14		Wm. Haste.
Emerald, - - - 36		L. Edmund.	Specy, - - - 14		Mr. H. La. Cochrane.
Flores, - - - 36		H. E. A. Porter.	Tindact, - - - 14		
Florentia, - - - 36		S. G. Church.	Buldog (bomb), - 14		B. Decret.
Phoenix, - - - 36		W. Bowen.	La Fulmine (cmt.), 8		Lieut. Wm. Robinson.
Penelope, - - - 36		T. M. Waller.	Stimbold (bomb), 8		Capt. A. Thompson.
† Bonulus, - - - 36		R. G. Middleton.	Thunder (bomb), 8		F. Newcombe.
Thais, - - - 36		J. Broughton.	Turides, - - - 7		
		L. W. Halstead.	La Legere (gun-ten.), 6		Lieut. Geo. Langford.
		H. Blackwood.	Urchin (gun-vessel), 6		— Davies.
		J. Culverhouse.	Victore (tender),		
		J. Nesbitt.	Lady Nelson (cutter),		
			L'Entrepreneur,		

RECAPITULATION.

15 Sail of the line.
39 Frigates.
26 Sloops &c.

Total 80

I. R.

QUARANTINE.

A PROCLAMATION has been recently published on the subject of quarantine. It orders that all vessels coming from or through the Mediterranean, or from West Barbary on the Atlantic Ocean, and all ships whatsoever having cotton or cotton articles on board, not coming directly from the East and West Indies, and having on board clean bills of health, are to perform fifteen days quarantine at the places appointed, viz. those bound to the port of London, or to any part of the Thames or Medway, in Standgate Creek; those bound to Ipswich, Yarmouth, Lynn, Boston, Hull, Newcastle or Berwick, in Whitebooth-road, between Hull and Grimsby; those bound to Chester, Liverpool, Lancaster, Carlisle, and the Isle of Man, at Highlake, near Liverpool; those to the Welch ports and Bristol, at Kingroad and Porshute-hill; those to Exeter, Plymouth, &c. at St. Ives Pool; those for Portsmouth, Southampton, &c. at the Mother-bank; those for Leith and all the eastern coast of Scotland, at Inverkeithing Bay; those to Glasgow, and the western ports of Scotland, in the Isle of Arran; those to the northern ports of Scotland, in Cromarty Bay; those to Dumfries or Kircudbright, at the mouth of the river Nith. And all vessels whatsoever coming from the Mediterranean or West Barbary, not being furnished with clean bills of health, are to perform quarantine in Standgate Creek, and no where else.

Extract of a Letter from an Officer of one of the Frigates employed in the Blockade of Malta.

His Majesty's Ship Champion, off Malta, 20th July, 1800.

We arrived off this place the 27th of April last, and still remain blockading it. The place is so well fortified, that it is almost impossible to succeed in taking it by storming, for the walls and batteries are all bomb proof; and the only way that it is likely to be taken, is by starving them out; and as there can be no communication whatever, either by land or sea, it is supposed that they cannot hold out much longer, for they have very little provisions now left. On the 16th of June our batteries opened on them, and a very heavy cannonading continued for a long time, and every three or four days they are battering at one another.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,
AS the tribute publicly paid to the gallantry and ability of an Officer becomes an historical fact, which it is the duty of every writer to transmit to posterity, I have enclosed you the copy of a letter, officially written by the inhabitants of the Island of Trinidad, to Captain Dickson, of his Majesty's brig *Victorieuse*, which accompanied the present of an elegant sword, voted him by the same Colony, as a small and very inadequate testimony of the high respect which they entertained for, and the value they set on, the services which he had rendered them. I trust, Sir, I may be permitted to say without incurring any charge of interested flattery, for I really have not the honour of being personally known to Captain Dickson, that no man in any station has ever been more respected, more loved, and more revered; that there is not an English inhabitant of the Island of Trinidad, who would not as staunch rejoice on receiving the news of his promotion and advancement, as if he were their own immediate relative. His mildness and suavity of manners have been only exceeded by his gallantry, and the latter only equalled by his benevolence.

To EDWARD STERLING DICKSON, Esquire, Captain of his Majesty's Brig *La Victorieuse*, and Senior Officer of the Naval Department at Trinidad.

Trinidad, 1st January 1799.

SIR,
THE English inhabitants of Trinidad, impressed with a due sense of the activity and diligence with which you discharge the duties of the service committed to your care, and convinced of the important obligations which the Colony at large owes you, have resolved to present you a sword (the reward of military virtue) of the value of one hundred guineas, in testimony of their gratitude and esteem, and they will have it immediately prepared and delivered to your agent in London.

(Signed) JOHN NIBELL, Chief Justice, and by all the principal English Inhabitants of Trinidad.

To the above Letter Captain Dickson returned the following Answer:

SIR, *La Victorieuse, Port of Spain, Trinidad, 9th July 1799.*

I have this day received your Letter of the first of January, informing me that the English inhabitants of Trinidad had presented me a sword, value one hundred guineas, as a reward of military virtue. I have to beg you will do me the favour to convey to them the high sense I have of the honour they have conferred on me, and accept my most grateful acknowledgments for the same.

I have the honour to be, with great regard, Sir,

Your most obedient and humble servant,

(Signed) EDWARD STERLING DICKSON.

To John Nibell, Esquire, Chief Justice, &c. &c. Trinidad.

The zeal of Captain Dickson in protecting the coast of Trinidad, and driving from them the French privateers, carried him a little too far to leeward, in January 1799. In beating up he had the misfortune to lose one of his masts, in a heavy gale of wind, and was obliged by this circumstance to bear away for Jamaica to repair. He did not return to Trinidad till the beginning of July following. This is mentioned to account for the difference of dates in the letter, which was written to communicate the vote of a sword, and his answer to it.

ADMIRAL KINGSMILL.

Cork, Sept. 9.

THIS day Admiral Kingsmill gave a splendid entertainment to the Merchants, Mayor, Sheriffs, and principal inhabitants of this city; at which Major-General Myers and his Staff, Major-General Sir Charles Ross, and all the principal Naval and Military Officers in this neighbourhood were also present. The dinner was such as might have been expected from the munificence of the dignified and respected character who presided. It was equal in splendor and elegance to any entertainment ever given in this country, and, while it bespoke the high estimation in which the worthy Admiral holds the inhabitants of Cork, it reflected the highest honour on his liberality. The entertainment was provided by Mr. Scraggs, who had his rooms prepared with uncommon magnificence for the occasion. At the upper end of the table was a beautiful transparent painting of Commerce, under the figure of Minerva, protecting by her Ægis the trade of Ireland (the Ægis bearing the Arms of Cork) from the attacks of her enemies: above was seen a winged genius, soaring aloft, holding out a laurel wreath. At the lower end of the table was another transparent painting, representing an Admiral's ship in the centre, a Seaman on each side, standing on the pedestals of Fortitude and Valour, supporting an Admiral's flag. Over the ship was displayed a naval crown, and beneath, two dolphins holding a label, on the one side of which were the words, "*Our Trade protected*," and on the other, "*Our Enemies vanquished*."

The wines were of the greatest variety, and of the utmost excellence. Amongst a great number of loyal, patriotic, and mirth-inspiring toasts, the following were given by Admiral Kingsmill:—

His Majesty, and God bless him, with three times three.

The Lord Lieutenant, and Prosperity to Ireland, with three times three.

The City of Cork, and may its Commerce be as prosperous as my wishes for it are unbounded! with three times three.

The Army and Navy of the United Kingdoms, with three times three.

The Mayor and Corporation of Cork.

Sir Alan Gardner, my worthy intended Successor.

Lord Shannon, and the County of Cork.

Lord St. Vincent, and his Squadron, with three times three.

By the President of the Committee of Merchants—

The Irish Squadron, and the worthy Admiral who commands it.

Toast by Sir Patrick O'Connor—

May the Trade and Commerce of Cork continue to be protected as it has ever been, by the vigilance, attention, and ability of Admiral Kingsmill, in the judicious disposition of his squadron! and may the People of Ireland ever retain a grateful recollection of the eminent services he has done them, and of the valour of the gallant Officers and Seamen under his command!

Never was there a scene witnessed of more social happiness, or of more perfect harmony, than this entertainment exhibited. The Admiral, feeling himself among guests whom he regarded, omitted none of those attentions, which, while they infuse pleasure, impel regard; and his guests, feeling that they were entertained by a man who, by his activity and talents, had protected their trade, and, by the wisdom of his arrangements, had preserved their country, were animated to a degree of enthusiastic affection, which could only be repressed by the painful recollection that they were soon to be deprived of those services, and those social virtues, which had raised him in their gratitude as an Admiral, and in their estimation as a Man.

PLYMOUTH REPORT,

FROM AUGUST 16 TO SEPTEMBER 19.

August 16. WIND Variable. Sultry. Came in Mr. W. Pring, prize master of L'Alert French privateer, of 14 guns, and 75 men, prize to Commodore Keats' squadron. Also La Gironde, 18 guns, and 120 men, taken off Cape Ortugal, by the Fisgard, 48 guns; she also re-captured the Joseph, Humphries, laden with skins and oil, taken by the Minerve French privateer, of 23 guns, and 160 men, and re-taken by the Fisgard three weeks since. Sailed the Suffisante, 14 guns, on a cruise off St. Maloes.

17. Wind Variable. Sultry, with Thunder Clouds. Came in the Caesar, 84 guns, Captain Sir J. Saumarez, from the fleet, to refit. She left them all well on the 15th inst. Also the Santa Margaretta, 36 guns, with a convoy from Quebec, after a passage of six weeks. Also, from the squadron off the Coast of Spain, the Unicorn, 32 guns, Captain Wilkinson. From the fleet the Atlas, 98 guns, Captain Jones. Also the Suwarrow, 18 guns, Lieut. Nicholson, with dispatches from Earl St. Vincent for the Admiralty, which were forwarded directly by express.

18. Wind N. W. Sultry. Sailed the Saturn, 74 guns; Magnificent, 74 guns, on a cruise. Arrived the Arethusa, 36 guns, Captain Woolley, from a cruise off the Coast of France.

19. Wind N. W. Cloudy, with Hail, Thunder, and Lightning.

20. Wind N. W. Cloudy, with Thunder and Rain. Passed up the Invincible, 74 guns, Captain Cayley, from Martinique, with forty sail under convoy. Eleven sail were convoyed up the Bristol Channel by the Scourge, 18 guns. Arrived from off Corunna the Triton, 32 guns, Captain Gore; and from Isle Bas the Spitfire, 24 guns, Captain Seymour, both to refit. Sailed to join the fleet the Formidable, 98 guns; and the Barfleur, 98 guns. Arrived El Belas Spanish packet, from the Havannah, with a cargo of cocoa, &c. prize to the Clyde, 44 guns, Cunningham, bound to Corunna.

21. Wind N. W. Cloudy and Cool. Went into Cawsand Bay the Princess Royal, 98 guns, Captain M. Russell; she has received the crew of the Culloden, 74 guns, Sir T. Trowbridge, Bart. lately paid off. Also the Centaur, 74 guns, Captain Markham, having repaired her damages in running foul of the Marlborough, 74 guns, near the Black Rocks, a few weeks since. Arrived from a cruise the Arethusa, 38 guns, Captain Woolley; Triton, 32 guns, Capt. Gore, from off Brest; and the Spitfire, 24 guns, Captain Seymour, from Isle Bas. Passed up the Invincible, 74 guns, with a fleet from Martinique, all well, after a fine passage.

22. Wind N. W. Cloudy. Arrived the Spanish packet El Belas, from the Havannah to Corunna (with dispatches, which were sunk), and a valuable cargo of cocoa, indigo, &c. prize to the Clyde, 38 guns, Captain Cunningham. Sailed to join the Channel fleet Barfleur, 98 guns, Rear-Admiral Collingwood; Formidable, 98 guns, Captain Thornborough; and Unicorn, 32 guns, Captain Wilkinson. Rear-Admiral Calder hoisted his flag on board the Caesar, 84 guns, Captain Sir James Saumarez, Bart. in Cawsand Bay. Admiral Sir A. Gardner, Bart. struck his flag on board the Royal Sovereign, 110 guns, Captain W. Bedford, and set off this morning to pay his respects to their Majesties at Weymouth. He is to succeed Admiral Kingmill on the Irish station.

23. Wind N. W. Cloudy and Temperate. Sailed the Sirius, 36 guns, Capt. King, with the Fisgard's prize masters of La Gironde and L'Alerte, viz. Mr. W. Pring, (one of the little heroes of the Nile in the Majestic, 74 guns, a prize of the late lamented Captain Westcott), and two others; she joins the squadron off Corunna. Letters from the fleet state, that 100 sail of transports, with troops under Lieut. Gen. Sir J. Pulteney, passed through Earl St. Vincent's

fleet the 14th. The men of war manned ship and cheered them as they passed, which the troops returned with great vivacity. A spectator says it was the most animating sight he ever beheld; the weather being remarkably fine, with a gentle rippling breeze.

24. Wind N. Fair. Flying Clouds. Arrived from Earl St. Vincent's fleet the Suwarrow schooner, Lieutenant Nicholson, with dispatches, which were forwarded to the Admiralty express. Lieut. N. had reconnoitred the island of Belleisle about three months ago, and again, per order, within these ten days. He says, every point of land or creek that was not fortified at the former period is now put in a respectable state of defence. Sailed the Arethusa, 38 guns, Capt. Woolley, on a cruise.

25. Wind N. W. Cloudy. Arrived from Earl St. Vincent's fleet the Lady Duncan lugger, Lieutenant Coot, with dispatches to Admiral Sir T. Paisley.

26. Wind N. Fair, with flying Clouds. By the French officers of *La Gironde*, prize to the *Fisgard*, 48 guns, is learnt that she had captured the following vessels in her late cruise, viz. *Swan*, Milton, from Oporto, with wines; the Countess of Lauderdale, Runnett, from Demary, with sugar, tobacco, &c. & *Active* brig, Tucker, from Bermuda, with sugar and tobacco; William, Bacon, from the Southern Whale Fishery, captured by *La Gironde* after a most gallant and spirited action of three hours and a half; the William and *Active* are since re-taken and carried into Cork. Sailed the Duke of Clarence West India packet, Captain Dennis, for Falmouth, to wait for the mails for the Leeward Islands. 5 P. M. This moment arrived, after a fine passage, the following East Indianmen: Earl Howe, Captain Burrows; Earl Mornington, Captain Carnegie; Caledonia, Hawcia, all from Bengal; Hercules, M^rFarlane, from Bombay, under convoy of the Cerberus, 32 guns, Captain M^rNamara; and Reliance, 14 guns, Captain Waterhouse.

27. Wind N. W. Cloudy. The Cerberus, 32 guns, Capt. M^rNamara, fell in with the four East Indianmen between the Western Islands and Cape Clear. The Reliance, Captain Waterhouse, left Port Jackson, New Holland, the 26th of February, when the settlement was in good order, and the harvest well got in; but East and West India produce, as well as European, sold extravagantly dear. The Reliance doubled Cape Horn in dreadful weather in the midst of Winter, and, after a passage of three months, arrived at St. Helena, joined the four Indianmen, and put into this port after a voyage of eleven weeks. Sailed this afternoon for the River the Cerberus, 32 guns, Captain M^rNamara, with the East Indianmen which arrived yesterday.

28. Wind S. W. Cloudy. Arrived the Prince, 98 guns, Rear-Admiral Sir C. Cotton; Prince George, 98 guns, Captain Walker; and Achilles, 74 guns, Captain G. Murray, from the Channel fleet. Sailed the Venerable, 74 guns, Captain Sir G. Fairfax, to join the Channel fleet. Arrived the Albion, with rum and sugar, from Jamaica, captured by *La Brâve* French privateer, of 44 guns, and re-taken by the Dryad, 36 guns, Captain J. Mansfield.

29. Wind S. W. Cloudy. Arrived the Spy, 18 guns, Captain Hay, with a convoy from Falmouth. Also the Eugenie, 18 guns, Captain Somerville, with a convoy for the Downs. Spy sailed again directly with those convoys ready for their different stations. The celebrated Musical Figure, a most curious piece of mechanism, late the property of Tippoo Saib, and taken among his treasures at the storming of Seringapatam, is on board the Earl Howe, and, it is said, is meant as a present to her Majesty. Sailed on a long cruise to the Southward the Lucky Triton, Capt. Gore.

30. Wind S. E. Cloudy. This day Vice-Admiral Sir H. Harvey, Bart. hoisted his flag on board the Royal Sovereign, 110 guns, in Cowand Bay. Sailed the Atlas, 98 guns, Captain Jones; and Centaur, 74 guns, Captain Markham, to join the Channel fleet; on a cruise, the Santa Margarita, 36 guns, Captain Parker. Arrived from conveying out the outward-bound Halifax fleet, the Phœbe, 36 guns, Captain Barlow. Came in from a cruise, the Sea Gull, 18 guns, Captain Lavie; and Serpent, 18 guns.

31. Wind S. S. E. Rain. Cloudy. Sailed the Caesar, 84 guns, Rear-Admiral Sir R. Calder, to join the Channel fleet. Arrived the Dasher, 18 guns,

Captain Tobin, from a cruise. This forenoon arrived from Halifax, after a passage of six weeks, the Assistance, of 50 guns, having the royal standard flying at the main, in compliment to his Royal Highness Prince Edward, Duke of Kent. As soon as she anchored, the royal standard was hoisted at Government House, Dock; at the Victualling Office, Plymouth; and at Pridham's Long Rooms, Stonehouse. A colour guard was mounted at the Citadel from the North Hants regiment: the Plymouth (or Prince of Wales's own) volunteers, Lieutenant-Colonel Hawker, were also under arms, with their colours, to receive his Royal Highness with every mark of respect due to his rank. At eleven o'clock A. M. the men of war in Cawsand Bay, the Sound, and Hamoaze, with the citadel, fired a royal salute of twenty-one guns. At half past six P. M. his Royal Highness embarked in the Assistance's twelve-oared barge, when the royal standard was struck on board her, and hoisted in the stern sheets of the barge; on which the citadel and the fleet again fired a royal salute, which the Assistance answered, when all the men of war manned their yards, and cheered his Royal Highness as he passed into Stonehouse Pool to the Admiral's Board, where he landed, amidst the acclamations of thousands of spectators, who cheered him to his carriage; his Royal Highness politely bowing on each side to the multitude. He was received on landing by General Grenville, General England, Admiral Sir T. Paisley, Bart. and their suites. At a quarter before seven, his Royal Highness passed through Plymouth in his phaeton, on his route to Weymouth, to pay his duty to their Majesties. At the east end of the town, a concourse of young men and women were collected to see him, and as the carriage passed slowly on, he was received with nine hearty cheers, and loud plaudits, at which he seemed particularly pleased, repeatedly bowing to the spectators. He looks a little pale, but is far better in health than was expected.

Sept. 1. Wind S. E. Cloudy. Sailed the Assistance, of 50 guns. Captain Hall, for Portsmouth. Arrived this day to inspect the dock-yard, victualling-office, &c. General Bentham and suite. The General has proposed a plan to the Corporation of having a pipe conveyed to the victualling-office of two inch bore, sufficient to turn a steam engine to grind all the wheat wanted by Government for the use of the Navy: the water thrown off from the engine is to be employed in scalding and cleaning the casks of the cooperage. It is understood the saving to Government will be very great.

2. Wind S. E. Cloudy. La Resolue, of 44 guns, is appointed as a slop and receiving ship at this port, under the direction of that indefatigable officer, Dr. J. Law-Maclean, surgeon of the Myrmidon slop ship. La Resolue is fitting up for this purpose, as the Myrmidon is to be put out of commission.

3. Wind N. W. Fair. Last Saturday the Havick, 18 guns, Captain Bayly, and Suffisante, 14, Captain Wittman, fell in with a French frigate, *armée en flûte*, of 18 guns, a corvette of 18 guns, and a gun brig of 14 guns, having a convoy of fourteen sail with provisions and stores for the French fleet at Brest. They brought them to action in a gallant style, and drove them under the batteries near Morlaix, which annoyed the Havick and Suffisante very much. Captain Bayly was wounded in the arm, one Midshipman lost his leg, and two seamen were killed.

4. Wind N. E. Fair. This evening was launched from Oreston Quay, a fine West Indianman, called the Admiral Sir J. B. Warren, the property of T. Lockyer, Esq. This is the first ship of her burthen, 300 tons, ever launched so high up Catwater as Oreston.

5. Wind N. W. Fair. Arrived the Montague, 74 guns, Captain Knight, express from Earl St. Vincent. She brought the duplicates of the dispatches from General Sir James Pulteney, Bart. and Rear-Admiral Sir J. B. Warren, Bart. to Admiral Sir T. Paisley, Bart. containing an account of the troops having effected a landing at Ferrol, but finding it too strong, the troops, artillery, and stores, were re-embarked with little loss. Earl St. Vincent sent in positive orders for all ships ready for sea to join him directly, without delay. In consequence of these orders the following sailed from Cawsand Bay immediately, viz. Royal Sovereign, 110 guns, Vice-Admiral Sir H. Harvey; Princess Royal, 98,

Captain M. Russell; *Prince*, 98, **Captain Sutton**; *Prince George*, 98, **Rear-Admiral Sir C. Cotton**, Bart.; *Bellona*, 74, **Captain Sir T. B. Thompson**, Bart.; and *Achille*, 84, **Captain G. Murray**. They were all clear of Penlee Point by night fall. Arrived from the River, for Bengal and Bombay, the *Georgiana* East India packet, to wait for the Hon. W. Wellesley and dispatches from Government and the East India House.

6. Wind S. E. Fair. Letters from the fleet off Brest, dated Black Rocks, the 2d inst. state, that **Rear Admiral Sir R. Calder**, Bart. is appointed to the command of the in-shore or flying squadron consisting of the *Cesar*, 84 guns, *Excellent* 74, *Marlborough* 74, *Defence* 74, and *Elephant* 74. The British fleet were so moored that nothing could escape them.

7. Wind N. E. Rain. Sailed to join the squadron off Weymouth, the *Anson*, 44 guns, **Captain P. C. Durham**.

8. Wind N. E. Fair. Arrived the *Ramilles*, 74 guns, **Captain Grindall** from the Channel fleet, which she left all well Saturday the 6th. Arrived a Dragon packet, 14 guns, from Guadeloupe, for L'Orient, in twenty-five days, laden with cocoa, coffee, indigo, and cotton, prize to the Brilliant frigate, **Hon. Captain Paget**.

9. Wind Variable, Rain.

10. Wind N. W. Fair. Came in the *Eurydice*, of 24 guns, **Captain Talbot**, from a cruise; and the *St Antonio*, Spanish lugger, in ballast, captured by the *Argo*, **Captain Bowen**, from which she parted all well on the 19th ult. Arrived the *Polly* from Teneriffe, with wine, for Lambergh, detained by the Plymouth lugger, **Lieutenant Elliot**. Passed up the *Castor*, of 32 guns, **Captain Gower**, with the Oporto fleet all well.

11. Wind variable. Fair. Came in the *Huckamida*, Groot, from Bourdeaux, with wine and brandy, detained by the *Excellent*, of 74 guns, **Hon. Captain Stopford**. Letters from off Vigo, dated the 3d of September, state, that a French corvette, of 20 guns, and 160 men, being discovered in a bay, was attacked and carried by the boats of the frigates, manned and armed, under the command of **Lieutenant Burke**, of the *Renown*, of 74 guns, **Rear-Admiral Sir John Borlase Warren**, after an obstinate resistance. The enemy lost seventy men killed and wounded. **Lieutenant Burke** was badly wounded in the thigh with a pike, but will do well. See Gazette Letters, page 239.

12. Wind S. W. Cloudy. Arrived the *Suffisante*, of 14 guns, **Captain Wittman**, with a Danish galliot, from Bourdeaux, for Lmbden, with wines and brandies. Came in the *Henrietta*, *Poppins*, with deals and timber for the dock-yard. Sailed the *Penguin*, of 18 guns; *Pelican*, 16; and *Spider* schooner, on a cruise. Arrived *La Guispe*, of 20 guns, gallantly cut out of a bay near Vigo, by the boats of the fleet, under **Lieutenant Burke**.

13. Wind S. W. Cloudy. As a striking proof among many others, of the great vigilance of the Right Hon. Earl Spencer, and the Honourable the Board of Admiralty, in having the navy of Great Britain out of harbour, and on their duty at their respective stations, it is a fact worth recording, that on last Tuesday there was only the *Montague*, of 74 guns, **Captain Knight**; and *Ramilles*, 74, **Captain Grindall**, in Cawsand Bay. In the Sound not a ship of war of any sort. And in Hamoaze only the *Phoebe*, 38 guns; *Ambuscade*, 44; *Eurydice*, 24; and *Victorieuse*, 18, fitting for Sea. Sailed the *Havick*, of 18 guns, **Captain Bayly**, on a cruise. Went into the Sound the *Phoebe*, of 38 guns. Arrived *La Providence* French brig, with wine, soap, and brandy, for the Brest fleet. She was discovered under the guns of two batteries near Camaret Point, by the *Swarrow*, of 14 guns, **Lieutenant Nicholson**, who gallantly resolved to cut her out with his boats, which he effected, notwithstanding the heavy fire of the batteries. The *Elephant*, of 74 guns, **Captain Foley**; and the *Naiad*, 38, **Captain Pierrepont**, were in sight in the Offing. The Officers and ships' companies very generously relinquished their share of

the prize-money to Lieutenant Nicholson and his gallant crew, in testimony of their approbation of their conduct.

14. Wind F. Fair. Sailed for the coast of Ireland on a cruise, the *Phoebe*, of 36 guns, Captain Barlow. Went into the Sound the *Fanny*, of 14 guns, Lieutenant Frissell. She goes convoy to Cork. Arrived from London P. Irdwood, Esq. Joint Agent to the Honourable East India Company, with their dispatches. Also the Honourable W. Wellesley, who went with the dispatches on board the *Georgiana* East India packet, which sailed directly for Bombay and Bengal.

15. Wind E. S. E. Fair. Captain Stanhope, commander in chief of all the Sea Fencibles in the district of Devon and Cornwall, reviewed the two companies of Plymouth Sea Fencibles, trained by that veteran Officer Lieut. Newton. They exercised the great guns at the Lunette battery of eighteen-pounders in the lower fort of the citadel, with great skill; the review finished, Captain Stanhope made them a suitable speech from the battery, and thanked them for the great improvement they had made in the exercise of great guns, which was received with three cheers, and the corps was then dismissed.

16. Wind S. E. Rain. Arrived from the Channel fleet off Brest the *Royal George*, of 110 guns, Captain Domet, to refit; she left them all well on Saturday last. The *Ville de Paris*, 111 guns, Sir T. Trowbridge, was arrived, and had joined the fleet, and Earl St. Vincent had shifted his flag on board her. Came in the Plymouth lugger, Lieutenant Eliot, from a cruise. Sailed the *Ramilles*, of 74 guns, Captain Grindall, to join Earl St. Vincent. Sent back to be paid, the *Lellona*, of 74 guns, Sir T. B. Thompson.

17. Wind variable. Cloudy. Arrived an American from Morlaix. She brings account that the French seamen at Brest were very turbulent at not being paid.

18. Wind S. E. Rain. Sailed to join the Channel fleet, the *Captain*, of 74 guns, Captain Sir R. Strachan. Letters from the advanced squadron off Brest, dated Monday last, state that a movement had been made by several French men of war in the outer road, but on ours standing in they all came too again.

19. Wind variable. Cloudy. Letters from the *Cæsar*, of 84 guns, Rear-Admiral Calder, dated the 16th, state, that she, with the *Excellent*, of 74; *Marlborough*, 74; *Elephant*, 74; and *Defence*, 74, composing the squadron off the Black Rocks, were all well. They had taken possession of a small island about two miles from the coast, where there was plenty of game, rabbits, pigeons, &c. which, with fish and vegetables, affords them many comforts. Just arrived the *Sprightly* cutter, Lieutenant Junk, from Jamaica, in forty-five days, with the mails and passengers.

PORTSMOUTH REPORT.

FROM AUGUST 25 TO SEPTEMBER 29.

Aug. 25. Arrived the *Penguin*, Captain Mansell, with a convoy from the Downs; and afterwards sailed for Ireland.

26. Arrived the *Harpy*, Captain Birchall, from a cruise.

27. Sailed the *Dido*, Captain Colby, for Cowes. The *Osprey*, Captain Watts, with the ships bound to the Cape of Good Hope and the South Seas, went down to St. Helena.

28. Arrived the *Modesté*, Captain Hinton, with 300 riflemen from Cork.

29. Arrived the *Solebay*, Captain Poyntz, from Jamaica; and the *Rambler*, Captain Schomberg, from a cruise, totally dismasted in a gale of wind off the Race of Alderney, where she parted with the *Fly*, Captain Mudge, and a French privateer, which they captured on the coast.

- Sept. 2. Arrived the *Cerberus*, Captain Machamara; and *Beaver*, Captain Jones, from a cruise.
3. Arrived the *Eugenie*, Captain Somerville; and *Spry*, Captain Grosvenor, from Plymouth.
4. Arrived the *Sea-horse*, Captain Foote, from the Mediterranean.
5. Sailed the *Greyhound*, Captain Ogle, with a convoy for the Mediterranean; and the *Santa Margarita*, Captain Parker, with the outward-bound East India ships under his convoy.
6. Sailed the *Spencer*, Captain Darby, to join the Channel fleet; and the *Osprey*, Captain Watts, with several vessels under his convoy, for Africa, and the Cape of Good Hope.
7. Sailed his Majesty's ship *Harpy*, Captain Birchall, with sealed orders. Also, *La Loire*, Captain Newman, for Jersey; *Hind*, Captain Larcom, with a convoy for the West Indies; and *Voltegeur*, Captain Thompson, with a convoy for Newfoundland and Halifax.
8. Arrived the *Proselyte*, Captain Fowke, from Havre, having been relieved on that station by *L'Oiseau*, Captain Inzee.
9. Arrived the *Anson*, Captain Durham, from Gibraltar; and the *Endymion*, Captain Sir Thomas Williams; and *Active*, Captain Davers, from a cruise.
10. Arrived the *Swan*, Captain Walton, with the Commerce under convoy, from Halifax; also the *John*, from New York, for Amsterdam, detained by the *Swan*.
11. Arrived the *Champion*, with dispatches from Marcou. On Tuesday last, in company with the *Dolphin* cutter, and *Sparkler* and *Bouncer* gun-brigs, she drove on shore and destroyed two sloops, laden with barilla.
12. Arrived the *Hindustan*, Captain Mulock, from the Mediterranean.
13. Sailed the *Cerberus*, Captain Macnamara, for Cowes, to take troops from thence to Jersey, and then proceed to Ireland.
14. Sailed the *Earl St. Vincent* cutter, Lieutenant Leckey, to join the *Harpy*, Captain Birchall, who sailed a few days since with sealed orders. The *Scourge*, lately returned from the West Indies, is paid off, and her crew turned over to the Ganges; and the *Solchay*, Captain Loyntz, is gone to Chatham, to be paid off.
15. Arrived the *Earl Spencer* cutter, Lieutenant Rye, with a neutral vessel, which he detained.
16. Arrived the *Maidstone*, Captain Donelly, with a convoy from Quebec; and *Bittern*, Captain Kittoe, from the West Indies.
17. Arrived the *Wolverene*, Captain Wight, from a cruise; and has brought in with him the *Neptunus*, laden with naval stores, which he captured going into Havre de Grace. Sailed the *Reliance*, Captain Waterhouse, with a convoy for the Downs; and the *Beaver*, Captain Jones, on a cruise.
18. Thursday arrived the *Resource* and *Dido*, from Guernsey.
21. Sailed the *Hindustan*, Capt. Mulock, with a convoy for the Downs.
22. Arrived the *Modeste*, Captain Hinton, with four transports from Guernsey, and a Danish vessel, prize to the *Topaze*, Captain Church.
23. Sailed the *Prince of Wales*, Captain Prouse, to join the Channel fleet.
24. Sailed the *Discovery*, Captain O'Bryen, to lie as guard-ship at the Needles.
25. Arrived the *Culcutta*, Captain Anderson, with several transports from Guernsey.
26. Sailed the *Wolverene*, Captain Wight, on a cruise off Havre.
27. Went out of Harbour, after being refitted, the *Ganges*, Captain Freemantle; *Triumph*, Captain Harvey; *Thames*, Captain Lukin; and *Rambler*, Captain Schomberg.
28. Sailed the *Triumph*, Capt. Harvey, and *Thames*, Capt. Lukin, to join the Channel Fleet.

EAST-INDIA REPORT.

AUGUST 28.

THE Purser of the *Caledonia*, extra ship, Captain Stephen Hawke, from China and Bengal, arrived at the *East-India House* with his dispatches. This ship put into the Cape of Good Hope, homeward-bound, on the 19th March last, in great distress, having lost her masts, and been rendered a complete wreck, in several furious storms, which she encountered in her passage from Bengal. The *Caledonia* sailed from the Cape the 20th of May, and from St. Helena the 17th of June, at which time she made twelve inches water per hour, which, during her voyage home, increased to thirty inches, so that the ship was only kept above water by continually pumping. The following ships have also safely arrived in Plymouth Sound, in company with the *Caledonia*, and under convey of his Majesty's ship *Reliance*, viz. the *Earl Howe*, Captain Robert Burrowes, from Bombay, Madras, and Bengal; *Hercules*, extra ship, from Bombay; and the *Lord Mornington* packet, Captain Simson, from Bengal and Madras, after a remarkable quick passage, having sailed from this country on the 18th of November last.

Sept. 1. The Pursers of the undermentioned ships attended at the *East India House*, and received their final dispatches for the governments of Bengal, Madras, and Bombay with which they immediately proceeded to Portsmouth to join their respective ships, viz. The *Sir Edward Hughes*, Capt. James Urnston; *Prince William Henry*, Captain Robert Baskett; and *Hawke*, Capt. David Bristow Baker.

Sept. 23. Arrived under convoy of his Majesty's ship *Madras*, Capt. Dilkes, the undermentioned ships, viz.

From BENGAL.—The *Minerva*, Captain Kinnard Smith; *Princess Charlotte*, Captain Charles Elton Prescott; *Rose*, Captain Wemyss Orrok; *Lord Thurlow*, Captain William Thomson; and *Lord Hawkesbury*, Captain William Donaldson.

From BENCIOLEN.—The *Sir Stephen Lushington*, Captain George Gopch.

From MADRAS.—The *Charlton*, Captain Thomas Welladvice; and the *Asia*, Captain Robert Wardlaw.

From CHINA.—The *True Briton*, Captain Henry Farrer (who died on his passage); the *Alfred*, Captain James Farquharson; the *Warley*, Captain Henry Wilson; the *Hindustan*, Captain George Millett; the *Hope*, Captain James Hernecastle; the *Earl of Abergavenny*, Captain John Wordsworth; and the *Duke of Buccleugh*, Captain Thomas Wall; together with the *Percher* and *Britannia*, country ships, from Madras; and the *Cartier*, from Amboyna.

The above ships left St. Helena on the 2nd of July, at which time the Island was in perfect tranquillity.

LOSS OF THE CORMORANT.

We are extremely sorry to state, that His Majesty's ship *Cormorant*, of 80 guns, has run on shore three miles and a half from the Bogaz of Rosetta, and is totally lost. We have, however, the pleasure of stating, that the worthy Commander, the Hon. Captain Boyle, his Officers, and ship's Company, are all saved, after exerting, in vain, every effort for her preservation. She was formerly the *L'Etna* corvette, built at Havre de Grace in the year 1793.

LOSS OF THE STAG.

It is with extreme regret we have to state the loss of another of His Majesty's ships: the *Stag*, of 32 guns, Captain Winthrop, was driven on shore the 6th of September, in *Vigo Bay*, in a violent gale of wind. We are, however, happy to hear no lives were lost. Lieutenant M. Smith, of the *Milbrook* schooner, was very active, and saved a great many of the crew. They are distributed among the fleet. The ship was totally destroyed by the Officers, and Mr. Pym, the first Lieutenant, was blown up; but is quite recovered.

We have the particular satisfaction of being enabled to insert the following important Article, containing, not only the ships of war, their force, and the names of their Commanders, but also the exact arrangement of the line of battle of the CHANNEL FLEET, commanded by EARL ST. VINCENT.

Ships.	Guns.	Commanders.	Ships.	Guns.	Commanders.
Barfleur, - - -	98	{ Rear-Ad. Collingwood. Capt. Stephens.	Royal George, - -	100	Donnet.
Superbe, - - -	74		Courageux, - - -	74	Nod.
Excellent, - - -	74	{ Sutton. Stopford.	Belona, - - -	74	Thompson.
Namur, - - -	74		Atlas, - - -	98	Jonet.
Warrior, - - -	74	{ Luke. Ty. g.	Marlborough, - -	74	Goehy.
Neptune, - - -	98		Canada, - - -	74	De Courcy.
Royal Sovereign, -	100	{ Vice-Admiral Sir Henry Harvey.	Venerable, - - -	74	Fairfax.
Familie, - - -	74		Glory, - - -	98	Wells.
D'Esper, - - -	74	{ Capt. ———	Rut. sh, - - -	74	Sawyer.
Elephant, - - -	74		Pompey, - - -	80	Stirling.
Centaur, - - -	74	{ Grindall. Shivers.	Renown, - - -	74	{ Rear-Admiral Sir J. B. Warren.
Temeraire, - - -	98		London, - - -	98	
L'Achille, - - -	74	{ Foley. Merriman.	Magnificent, - -	74	Furvis.
Edgar, - - -	74		Sabine, - - -	74	B. wat.
Prince, - - -	74	{ Marsh. Murray.	Triumph, - - -	74	T. try.
Formidable, - - -	98		Spencer, - - -	74	Harvey.
Robust, - - -	74	{ Buller. Walker.	Windsor Castle, -	98	{ Rear-Admiral Sir Andrew Mitchell.
Mars, - - -	74		Montague, - - -	74	
Prince George, -	98	{ Thorborough. Comtes.	Princess Royal, -	98	Captain Horron.
Imbuetoux, - - -	74		Defence, - - -	74	Russell.
Captain, - - -	74	{ Monckton. Cotton.	Juste, - - -	98	Faulk.
St. George, - - -	98		Prince of Wales, -	98	{ Rear-Admiral Sir Robert Calder.
Cesar, - - -	80	{ Capt. Suggs. Fellow.			
Ville de Paris, -	100				
		{ Strachan. Edwards.			
		{ Admiral Earl St. Vincent. Sir T. Troubridge.			
		{ Capt. Grey.			

PROMOTIONS AND APPOINTMENTS.

ADMIRAL Sir Henry Harvey, K. B. is appointed Second in Command in the Channel Fleet, and has hoisted his flag on board the Royal Sovereign of 100 guns, Capt. Bedford, late the flag ship of Admiral Gardner, appointed to the Irish station.

Vice Admiral Sir Andrew Mitchell, K. B. is also appointed to a command in the Channel Fleet, and has hoisted his flag on board the Windsor Castle of 98 guns.

The Right Hon. Lord Hugh Seymour, Vice of the Blue, is Chief in Command on the West India station, in the room of Admiral Sir Hyde Parker.

J. T. Duckworth, Rear of the White, succeeds Lord H. Seymour on the Leeward Island station. He arrived at Tortola in the Leviathan of 74 guns, Captain Carpenter, the 28th of July.

Rear-Admiral Sir R. Bickerton, Bart. has taken the command of the ships on the Lisbon station, and hoisted his flag on board the Swiftsure of 74 guns, Capt. B. Mallowell.

Admiral Sir C. Cotton, who is serving in the Channel Fleet, has shifted his flag from the Prince to the Prince George of 98 guns.

The Right Hon. the Earl of Northesk is appointed to the command of the Prince of 98 guns, vice Walker.

Captain Retalick is appointed to the Isis of 50 guns, vice Oughton.

Captain H. Hill, late of the Gorgon, is appointed to the Megera fire-ship.

Capt. Geo. Hope is appointed to the Prince of Orange (late Washington) of 74 guns, one of the Dutch ships taken at the Helder.

Capt. Lennox Thompson, late of the Alceste (F. S.) is appointed to the Voligeur of 14 guns, vice Shortland.

Lieut. Edward O'Brien, Esq. late First of the Melpomene, is promoted to the rank of Master and Commander, and appointed to the Alceste.

Capt. E. S. Dickson, late of La Victorieuse, is promoted to the rank of Post Captain.

Capt. Keen, of the Chapman, is appointed to the Spitfire, and not Kun, as mentioned in our last.

Capt. Bland, who so gallantly captured the Ligurian Pirate, and protected a valuable convoy in the Mediterranean, is appointed to the Heureux.

Capt. S. Forster is appointed to the Retribution (late the Hermione) of 44 guns, at Jamaica.

Capt. R. Mends, at Jamaica, is also promoted from the Abergavenny, of 44 guns, to the Thunderer of 74.

Captain Bover, of the *Alegara*, who was First Lieutenant with Admiral Colpoys, is acting in the Windsor Castle.

Lieut. R. T. Hancock, of the Prince of Wales, of 98 guns, is promoted to the rank of Master and Commander.

Lord Faulkland is promoted to the rank of Master and Commander, and appointed to the Busy.

Lieutenant Alt, late of the Royal William, is appointed to the Carteret cutter; and — Palmer, Esq. who particularly distinguished himself under Sir Charles Hamilton, at Goree; is made a Lieutenant of the Melpomene.

Captain Malbon, of the Cynthia, is made Post.

Captain Searle is appointed to command the La Determinée, fitting at Portsmouth; and Captain Giffard, *pro tempore*, to the Active, in place of Captain Davares, who is indisposed.

Lieutenant Haweis, of the Renown, of 74 guns, is made a Master and Commander.

Lieutenant Hancock, late of the Queen, on the Jamaica station, is promoted to the rank of Master and Commander.

Captain Prowse is appointed to the Prince of Wales, and not Penrose, as stated in our last.

Lieutenant-Colonel Flight, of his Majesty's Marine Forces, has just been appointed Adjutant-General of the Channel Fleet, and in consequence has taken post on board the Ville de Paris, the flag ship of the Commander in Chief.

J. Sedgewick, Esq. one of the Clerks of the Admiralty, is appointed Purser of the Ville de Paris, of 110 guns.

MARRIAGES.

Lately, Sir Charles Henry Knowles, Bart. Rear-Admiral of the White, to Miss Charlotte Johnstone, daughter of Charles Johnstone, Esq. of Ludlow.

At Weymouth, Captain Fitzgerald, of the Royal Navy, to Miss Jane Webb.

OBITUARY.

A few days since died at Bristol, Captain Knighton, of the Marine Forces, who, in consequence of ill-health, had lately gone out on the retirement. Colonel Dawes, of the Plymouth Division, gets the retirement, and Captain Foy succeeds to the company of Colonel Dawes.

A few days since died, at Plymouth, J. Kempthorne, Esq. a Purser of a ship in ordinary, and Lieutenant of the Cornish Miners.

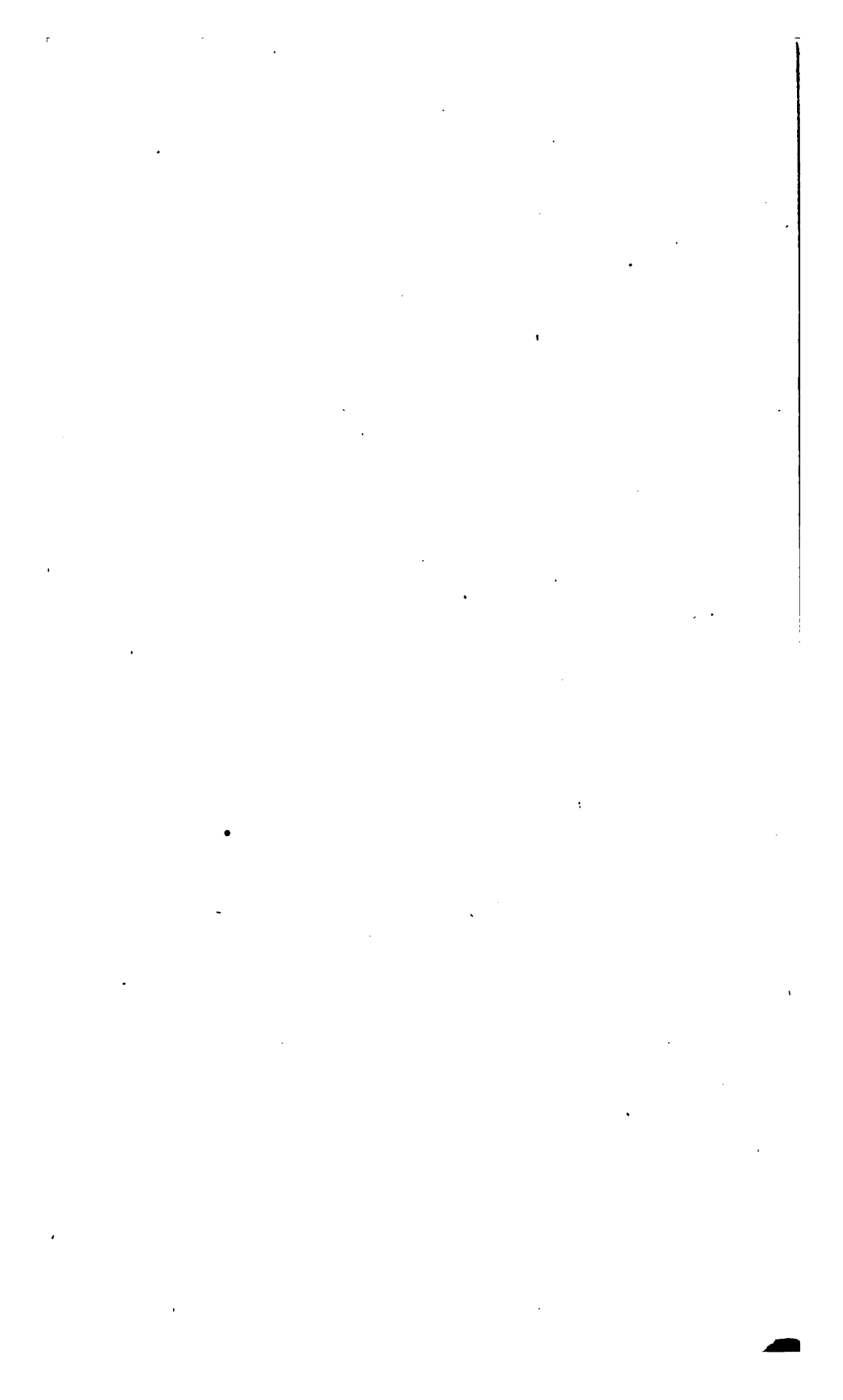
In April last died, off Cape St. Vincent, aged 16, Mr. Philip Henry Trant, only son of Mr. James Philip Trant; he was doing duty as Captain of Marines in the Queen Charlotte, private ship of war, when by some accident he fell overboard, and was unfortunately drowned.

Lately, Mrs. Wray, wife of Capt. Wray, of the Royal Navy.

At Portsmouth, Lieutenant Syme, of the Marines, in a fit; and on Thursday he was buried with military honours, at the Garrison Chapel, attended by his two brothers, and all the officers and privates of the corps. The pall was supported by six Lieutenants, his particular friends. He was a fine promising young man, and much respected.

On the 21st of May last, on his passage from China, much lamented, Henry Farrer, Esq. Commander of the True Briton East Indiaman.

On Tuesday last died, at Plymouth, the Lady of Captain H. Hill, of the Royal Navy.





SIR ERASMUS



GOWER K^T

Deputy Admiral of the White Squadron

BIOGRAPHICAL MEMOIRS OF
SIR ERASMUS GOWER, KNIGHT.

The Heavenly maid, with strength divine endued
 His daring soul; there all her powers combin'd :
 Firm constancy, undaunted fortitude,
 Enduring patience, arm'd his mighty mind,
 Unmov'd in toils, in dangers undismay'd.

SPENCER.

SIR Erasmus Gower is the eldest son of Abel Gower, Esq. of Glandoven, in the county of Pembroke, South Wales, and Lætitia Lewes Gower, only daughter to the Rev. Erasmus Gower, D. D. William Gower, the grandfather to Mr. Abel Gower, was representative in Parliament for the borough of Ludlow, in the county of Salop, during an uninterrupted period of twenty-six years. Sir Erasmus having been destined by his father for a naval life, was sent to sea at a very early age, under the protection of Captain John Donkley, his uncle * ; he served after the death of his relative, under a variety of other commanders, on the North America, the home or channel station, in the Irish, and the North Seas. And during the time he continued, according to the rules of the service, in the subordinate stations of midshipman and mate, acquired the universal love and esteem of all those under whose orders he chanced to be placed. In the month of August 1762, being then very young, he passed through the necessary examination to

* Captain Donkley was appointed a lieutenant in the Navy on the 2d of June 1742, and from that station was promoted to be commander of a sloop of war on the 5th of July 1745. We find no subsequent mention made of him for ten years after the above time; at length, about the month of September 1755, he appears to have been commissioned as commander of the *Brilliant*; of what force or class this vessel was, does not particularly appear, but certainly held no higher rate than that of a sloop of war. On the 27th of March 1756, he was promoted to be Captain of the *Nightingale* frigate, as successor to Captain Digges. In this ship, however, he never proceeded to sea, having been in the course of the ensuing month, appointed to the *Aldbrough*, a frigate of the same force, just before launched. He was some time afterwards removed into the *Enterprise*, and ordered to America, on his return from which station he died, having lived only to reach the entrance of the channel, on the 17th of March 1758.

qualify him for the rank of Lieutenant, and was soon afterwards selected as one of the officers whom it was deemed expedient to send into the Portuguese service. The station allotted to Mr. Gower, was that of second Captain on board a ship of the line, an appointment which, considering his youth, certainly reflected on him the highest honour.

The apprehension of an attack made on Portugal, or some of its transmarine possessions, by a Spanish fleet, having been prevented by the assiduity as well as the success which marked and attended the different enterprises undertaken by the British navy, Mr. Gower, after continuing in tedious suspense for the space of five months, returned to England. Soon after peace was concluded, as he had not obtained that promotion he so well deserved, to the rank of Lieutenant, and at the same time disdained to lead an inactive life, he went on board the *Dolphin*, of 20 guns, then equipping for a voyage of discovery round the globe, under the command of Commodore Byron.

On his return from this fatiguing, and troublesome service in the year 1766, he was at last promoted to the rank of Lieutenant, being one of three persons only who were selected from among the mates or midshipmen belonging to the *Dolphin*, to be honoured with that advancement. He was immediately appointed to remeasure nearly the same course which he had just concluded, and was sent out Lieutenant of the *Swallow*, commanded by Captain Carteret. The sufferings and distresses experienced by that gentleman and his crew, during their perilous voyage, which commenced in 1766, and was not concluded till 1769, have been already related, though but imperfectly and faintly, in the account written by the late Dr. Hawkesworth. On the arrival of the ship in port, the journals as well as all private memorandums made by the different officers, were ordered to be delivered in to the Admiralty Board without reserve, and promises of immediate promotion being uniformly held out to all, the commands were most rigidly complied with, without hesitation or murmur; these pre-

mises were not fulfilled; owing to certain causes, which it would be irrelevant to the present purpose to repeat here. As some alleviation, however, to the disappointment experienced by Mr. Gower on this occasion, he was informed that the lieutenancy of the *Swift* sloop, then under orders for the Falkland Islands, where she was to continue three years, was vacant; and as the Captain of her was to be the commanding officer on that station, if Mr. Gower thought proper to accept of the appointment of Lieutenant, he might depend on promotion in case of any vacancy taking place during his absence; and that his appointment, whatever it might be, should certainly be confirmed by the Board of Admiralty as soon as it was known.

Mr. Gower closing with this proposal, accordingly embarked as Lieutenant of the *Swift* at the end of the year 1769, and arrived at the place of destination very early in the ensuing spring. On the 13th of March, the *Swift* had the misfortune to be wrecked in Port Desire, on the coast of Patagonia, a misfortune owing to her having grounded on a sunk rock just as it was high water. The officers and crew remained during the whole of the ebb in the most anxious and dreadful state of suspense; but though their situation was considered dangerous when the fatal accident had taken place, no sinister subsequent occurrence led them to apprehend the destruction of their vessel was so near at hand. At length, however, when hope appeared to reanimate each countenance, and give the crew almost an assurance of deliverance, the vessel suddenly slipped off the rock, overset, and went to the bottom in nine fathom water.

The greater part of the unfortunate crew were at this time nearly naked, as they had been indefatigably endeavouring, though fruitlessly, during the whole of the tide, to guard against the very accident which had so fatally befallen them. The situation of Mr. Gower himself may serve to point out that of his wretched co-sufferers. He had on nothing more than his shirt, a waistcoat without sleeves, a pair of trowsers, and an old pair of shoes, but neither hat,

breeches, nor stockings. In a nearly equal state of equipment, with respect to apparel, were the whole of the eighty-eight unhappy persons composing the crew of the *Swift*, at the time they might be supposed to consider themselves fortunate in reaching the shore. The sun was within a few days of entering into the winter quarter of that part of the globe: the country on which they were thrown was dreary, desolate, and inhospitable, unproductive of provisions necessary for their sustenance, and destitute even of water *. The same dreary scene uninterruptedly presented itself for the extent of several degrees both to the northward and southward. Added to which the weather was so cold and inclement, that long before these apparently devoted sufferers were enabled to quit that coast, the ground was uninterruptedly covered with snow.

Many a long ling'ring day in lonely vale,
 Stunn'd with th' eternal turbulence of waves,
 Lo, with dim eyes that never learn'd to smile,
 And trembling hands, the famish'd sailor craves
 Of Heaven his wretched fare; shivering in caves,
 Or dreary rocks, he pines from day to day;
 But Science gives the word; and lo he braves
 The surge and tempest, lighted by her ray,
 And to a happier land wafts merrily away.

BEATTIE.

Thus fared it with Mr. Gower and his distressed companions during their continuance of twenty-nine days on that wretched spot, almost without clothes or other protection from the weather, save what they were fortunate enough to meet with, in the cavities of the rocks; deprived of that palliating comfort fire, save what was produced from a scanty pittance of the tang or sea-weed torn by the turbulence of the waves from the rocks, and left on the shore above high-water mark. Added to these accumulated circumstances of distress, their store of provisions, parti-

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cularly bread *, became so scanty, that they were reduced to the wretched allowance of a biscuit a day for each man.

On the 12th of April, however, their distresses drew in great measure to a close. The Favourite sloop of war arrived and conveyed them all to Falkland Island in safety. This relief was obtained by the very gallant exertions of Mr. William White †, the master, who, with six volunteers, proceeded in an open boat to the island, though the distance was nearly one hundred and fifty leagues. When the season of the year, the tempestuous climate, and the length of the run, are taken together, and compared with the means possessed by these gallant adventurers for the accomplishment of their purpose, it will become a difficult matter, perhaps, to decide which is most worthy of admiration, the gallantry of the undertaking itself, or the prudence and skill with which it was carried into execution.

No situation hardly could be more hopeless than that of those who remained behind ; they had nearly given up all idea of relief from their countrymen at the Falkland Islands, and had projected a variety of romantic schemes to further their deliverance, none of which probably could ever have been carried into execution. The arrival, however, of their companions closed at once their fears, their chimerical projects, and their distresses. Mr. Gower remained at the settlement on the Falkland Islands till the month of June ensuing, when, as it is well known, a squadron consisting of three Spanish frigates, a xebec, and a sloop of war, arrived there, and forcibly dispossessed the English, whose whole

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† Now Captain White, who has been employed during the greater part of the present war, as regulating officer on the impress service at the port of Liverpool. He served in the late war on the Lisbon station, was promoted to the rank of commander by Commodore Johnston, and appointed to the *Porto* sloop July 17, 1780. He afterwards commanded the *Hound*, and was ordered to the East Indies with Vice-Admiral Parker, where he was raised to the rank of Post Captain Aug. 28, 1783, by appointment to the *San Carlos*.

strength amounted only to two sloops of war, with their crews, to whom were added Mr. Gower and his fellow-sufferers, who had served on board the Swift.

Almost immediately after the violent measure just mentioned had been taken, the Favourite sloop was dispatched home to England with the interesting intelligence, and Mr. Gower, together with the crew of the Swift, took their passage on board her; it was extremely prosperous and speedy, that vessel having arrived at the Motherbank on the 22d of September, after a voyage of seventy days. Mr. Gower continued unemployed after his arrival till the appointment of Sir George Rodney to the Jamaica command, which took place in the year ensuing.

An instance of the ill luck, with respect to promotion, which attended Mr. Gower on this occasion, is of too singular a nature to be passed over unnoticed. He was appointed second lieutenant of the Princess Amelia, which was the ship of the commander in chief, so that he consequently might be considered in the direct and certain channel for advancement. At the time Sir George first hoisted his flag, the late Sir Robert Harland was on the point of proceeding to the East Indies as commander in chief of a squadron ordered thither to watch the motions of the French. The present Sir John Colpoys, Vice-Admiral of the Red Squadron, was at that time third lieutenant of the Northumberland, and being ordered out with a party to press men for the purpose of manning the squadron, an affray took place, in consequence of which a man unfortunately lost his life.

It then becoming necessary, *pro formâ*, that the conduct of Lieutenant Colpoys should be legally investigated, he was obliged to remain in England for that purpose, and a proposal was made to Mr. Gower, that he should exchange situations, as the trial would be over in sufficient time to permit Mr. Colpoys to proceed with Sir George Rodney, who was not quite ready for sea, to the West Indies, while on the other hand, the detention would prevent his accom-

panying Sir Robert to the East. The chance of promotion which Mr. Gower possessed in his own station, being ostensibly so much superior to that which was offered him; he naturally rejected the proposal, and Mr. Colpoys, soon as the trial was over, followed his Admiral, having taken his passage on board an Indiaman. The event, however, proved directly contrary to human foresight, one vacancy only happened on the West India station during the whole time of Mr. Gower's absence. He consequently experienced no farther advancement than from the station of second to that of first lieutenant, while Mr. Colpoys had the good fortune in the same interval of time to be advanced to the rank of Post Captain, by commission bearing date August 25, 1773, appointing him to the Admiral's ship the Northumberland.

Mr. Gower of course returned to England a lieutenant, and not having obtained promotion, was obliged to remain inactive on half-pay till the month of March 1775. He was then appointed first lieutenant of the *Levant* frigate, commanded by Captain George Murray, uncle to the present Duke of Athol. He sailed on the 4th of June following, and continued during the space of nearly four years on the Mediterranean station, under the progressive commands of Vice-Admiral Man and Rear-Admiral Duff. The *Levant* was, after the commencement of the American war, extremely successful, having captured so considerable a number of prizes, that few vessels, perhaps, have ever quitted a station with more *eclat* respecting herself, and more regret from the officers and other persons concerned, who derived advantage from her good fortune, and the activity of her people.

The *Levant* having been ordered to England in 1779, was sent immediately after her arrival, with many other inferior ships and vessels, under the command of Captain Murray, over to Helvoetsluys. The object of this errand was to escort from thence the packet on board which the present Dutchess of Devonshire, with many other personages

of high rank, had embarked, and whose passage was rendered somewhat precarious, on account of the many ships belonging to the enemy which then swarmed in the North Sea. The *Levant*, however, was prevented from executing this service by a contrary wind.

Sir George Rodney, the former friend and patron of Mr. Gower, received about this time his well-known appointment to the chief command on the West India station, and immediately chose Mr. Gower to be his first lieutenant on board the *Sandwich*. The fleet, with a considerable number of merchant vessels under its protection, sailed the latter end of December, and on the 8th of January had the good fortune to fall in with a Spanish convoy belonging to the Royal Company of Caraccas, bound from St. Sebastian's to Cadiz. Of twenty-seven sail which composed this fleet, twenty-six were captured, seven of which were armed, and completely fitted according to their different rates, as ships and vessels of war. The Commodore's ship, called the *Guipuscoana*, mounted 64 guns, and being deemed in every respect fit for service, was immediately commissioned by Sir George as a British ship of the line, and called the *Prince William*, Mr. Gower being appointed her Captain.

This commission being confirmed without hesitation by the Admiralty, Mr. Gower, as some recompence for those manifold disappointments he had before experienced, escaped passing through the intermediate rank of commander of a sloop of war, a circumstance very unusual in the service.

On the 16th of the same month in which Captain Gower met with that well deserved advancement just mentioned, the memorable action took place off Cape St. Vincent between the British fleet and the Spanish armament, commanded by Don Juan de Langara, an event so recent as not to require any farther account than what has been already given in the Memoir of Lord Rodney, more particularly as the *Prince William* was not fortunate enough to have any interesting share in the action.

The fleet soon afterwards reached Gibraltar with the prizes it had so successfully made, and effectually relieved that fortress from the famine-like distress which the hostilities with the Court of Spain, and the close blockade consequent to them had necessarily occasioned. During the continuance of the fleet in Gibraltar Bay Captain Gower was removed first into the Porcupine, of 24 guns, secondly into the Enterprise of 28; and lastly, on the 14th of February 1780, into the Edgar, of 74, as Captain under Commodore Elliot, who hoisted his broad pendant on board that ship, being left behind the fleet as commander in chief of a small force which it was supposed would assist in the defence of the fortress.

It being experimentally found, after a few months continuance there, that to persist in the same measure, was to render so fine a ship nearly useless, Commodore Elliot returned to England. Captain Gower continued in the same command, sometimes serving under the Commodore himself, and during his absence, commanding the Edgar as a cruiser or a private ship in the channel fleet, till the year 1781, when Mr. Elliot having struck his broad pendant and resumed his station of a private Captain, Mr. Gower of necessity quitted the Edgar, and continued till the month of November 1781, on half-pay. He was then appointed Captain of the Medea, a frigate, of 28 guns, under orders to join the squadron fitting out for the East Indies, under the command of Commodore Sir R. Bickerton. Accidents, however, prevented Captain Gower from joining his companions, and he accordingly proceeded alone as far as Rio Janeiro on the coast of Brazil, where he met with the Scéptre, of 64 guns, one of the ships composing the same armament. After continuing at the same port for six weeks, in daily expectation that the squadron which had sailed from England three days before the Medea, would arrive, the two ships proceeded to India in company; when on their passage, in doubling the Cape of Good Hope, the Medea captured,

on the 21st of May 1782, a large French ordnance storeship, bound also to India. This vessel had parted company only on the preceding day from several others of the same description, under convoy of a small squadron of ships of war.

The prize proved so dull a sailer as to retard very considerably the passage of Captain Gower; the *Medea* being obliged to take her in tow, and continue that measure without interruption till they jointly arrived at Madras, the passage thither was accordingly prolonged to no less a space of time than four months. But the tediousness and difficulty of this operation was fully compensated by the injury the enemy sustained from the capture, not only in the intrinsic value of the cargo, but the grievous necessity they were under for a considerable part of those articles which composed it. The first service in which the *Medea* was employed subsequent to her arrival in India, was to attend the army, which was then on the point of proceeding under the command of General Sir Eyre Coote, on the expedition sent against Pondicherry. This event took place in the month of September, and the season of the year made it a task of the greatest difficulty to fulfil the order.

Captain Gower, according to his instructions, used every possible endeavour to reach Pondicherry by a limited day. His exertion was peculiarly necessary, for the soldiery had not been able to carry with them more than a very limited proportion of provision from Madras, and the monsoon, which then blew contrary to the *Medea's* intended course, threatened very powerfully to impede and prolong her passage. What then must have been the fate of those troops, had he not resorted to extraordinary means for their support? To have waited for the storeships and vessels which he was ordered to protect, would but have increased his difficulties and his delay; to quit them was dangerous; but the special emergency determined him to adopt the latter measure. He communicated to the General his opinion of the small chance there was of his arrival at the place of his destination by the limited time, provided he was not freed from his incumbrance; but as the safety of the whole army

depended on at least a partial succour, Captain Gower undertook to relieve their most pressing necessities by converting the *Medea* herself into a storeship, and leaving the convoy to creep along shore, that it might seize all favourable opportunities of proceeding on its route.

In order to accomplish the important service he had undertaken, he himself, his officers, and all his crew, were obliged to forego every accommodation, and repose themselves in the best manner they could on the deck itself. The cabins, the decks, in short the whole ship, was completely filled with rice, or other articles of the first necessity, and through the most diligent exertions, actually arrived at her place of destination before she was expected. The expedition, however, was unfortunately obliged to be laid aside, in consequence of the commander in chief becoming so indisposed as to be totally incapable of assuming the command, and the officer next in point of rank was under the necessity of returning to Madras with the troops.

On the 29th of September, the *Medea* was ordered to Bengal, having the General, Sir Eyre Coote, on board as a passenger, that change of air being considered as indispensably necessary to the recovery of his health. Captain Gower was ordered to remain afterwards on the coast of Coromandel, for the better protection of the coasting trade during the continuance of the south-west monsoon; the British fleet having proceeded to Bombay in order to avoid that tempestuous weather to which the former coast is so extremely liable during the three months then ensuing.

Early in the month of January 1783, the French fleet, which was then under the command of the Count de Suffrein, anchored in Ganjam road, one of the northern settlements on the coast of Coromandel. The Chef d'Escadre intended to continue there for some time in the hope not only of being able to intercept and disturb the British commerce, but of effecting some depredation or confusion among the settlements in that quarter, and Captain Gower entertaining not the most distant idea that the enemy were



S^r ERASMUS



GOWER K^t

Rear Admiral of the White Squadron.

BIOGRAPHICAL MEMOIRS OF
SIR ERASMUS GOWER, KNIGHT.

The Heavenly maid, with strength divine endued
His daring soul; there all her powers combin'd :
Firm constancy, undaunted fortitude,
Enduring patience, arm'd his mighty mind,
Unmov'd in toils, in dangers undismay'd.

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Mr. Gower of course returned to England a lieutenant, and not having obtained promotion, was obliged to remain inactive on half-pay till the month of March 1775. He was then appointed first lieutenant of the *Levant* frigate, commanded by Captain George Murray, uncle to the present Duke of Athol. He sailed on the 4th of June following, and continued during the space of nearly four years on the Mediterranean station, under the progressive commands of Vice-Admiral Man and Rear-Admiral Duff. The *Levant* was, after the commencement of the American war, extremely successful, having captured so considerable a number of prizes, that few vessels, perhaps, have ever quitted a station with more *eclat* respecting herself, and more regret from the officers and other persons concerned, who derived advantage from her good fortune, and the activity of her people.

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of high rank, had embarked, and whose passage was rendered somewhat precarious, on account of the many ships belonging to the enemy which then swarmed in the North Sea. The *Levant*, however, was prevented from executing this service by a contrary wind.

Sir George Rodney, the former friend and patron of Mr. Gower, received about this time his well-known appointment to the chief command on the West India station, and immediately chose Mr. Gower to be his first lieutenant on board the *Sandwich*. The fleet, with a considerable number of merchant vessels under its protection, sailed the latter end of December, and on the 8th of January had the good fortune to fall in with a Spanish convoy belonging to the Royal Company of Caraccas, bound from St. Sebastian's to Cadiz. Of twenty-seven sail which composed this fleet, twenty-six were captured, seven of which were armed, and completely fitted according to their different rates, as ships and vessels of war. The Commodore's ship, called the *Guipuscoana*, mounted 64 guns, and being deemed in every respect fit for service, was immediately commissioned by Sir George as a British ship of the line, and called the *Prince William*, Mr. Gower being appointed her Captain.

This commission being confirmed without hesitation by the Admiralty, Mr. Gower, as some recompence for those manifold disappointments he had before experienced, escaped passing through the intermediate rank of commander of a sloop of war, a circumstance very unusual in the service.

On the 16th of the same month in which Captain Gower met with that well deserved advancement just mentioned, the memorable action took place off Cape St. Vincent between the British fleet and the Spanish armament, commanded by Don Juan de Langara, an event so recent as not to require any farther account than what has been already given in the Memoir of Lord Rodney, more particularly as the *Prince William* was not fortunate enough to have any interesting share in the action.

The fleet soon afterwards reached Gibraltar with the prizes it had so successfully made, and effectually relieved that fortress from the famine-like distress which the hostilities with the Court of Spain, and the close blockade consequent to them had necessarily occasioned. During the continuance of the fleet in Gibraltar Bay Captain Gower was removed first into the Porcupine, of 24 guns, secondly into the Enterprise of 28; and lastly, on the 14th of February 1780, into the Edgar, of 74, as Captain under Commodore Elliot, who hoisted his broad pendant on board that ship, being left behind the fleet as commander in chief of a small force which it was supposed would assist in the defence of the fortress.

It being experimentally found, after a few months continuance there, that to persist in the same measure, was to render so fine a ship nearly useless, Commodore Elliot returned to England. Captain Gower continued in the same command, sometimes serving under the Commodore himself, and during his absence, commanding the Edgar as a cruiser or a private ship in the channel fleet, till the year 1781, when Mr. Elliot having struck his broad pendant and resumed his station of a private Captain, Mr. Gower of necessity quitted the Edgar, and continued till the month of November 1781, on half-pay. He was then appointed Captain of the Medea, a frigate, of 28 guns, under orders to join the squadron fitting out for the East Indies, under the command of Commodore Sir R. Bickerton. Accidents, however, prevented Captain Gower from joining his companions, and he accordingly proceeded alone as far as Rio Janeiro on the coast of Brazil, where he met with the Scéptre, of 64 guns, one of the ships composing the same armament. After continuing at the same port for six weeks, in daily expectation that the squadron which had sailed from England three days before the Medea, would arrive, the two ships proceeded to India in company; when on their passage, in doubling the Cape of Good Hope, the Medea captured,

on the 21st of May 1782, a large French ordnance storeship, bound also to India. This vessel had parted company only on the preceding day from several others of the same description, under convoy of a small squadron of ships of war.

The prize proved so dull a sailer as to retard very considerably the passage of Captain Gower; the *Medea* being obliged to take her in tow, and continue that measure without interruption till they jointly arrived at Madras, the passage thither was accordingly prolonged to no less a space of time than four months. But the tediousness and difficulty of this operation was fully compensated by the injury the enemy sustained from the capture, not only in the intrinsic value of the cargo, but the grievous necessity they were under for a considerable part of those articles which composed it. The first service in which the *Medea* was employed subsequent to her arrival in India, was to attend the army, which was then on the point of proceeding under the command of General Sir Eyre Coote, on the expedition sent against Pondicherry. This event took place in the month of September, and the season of the year made it a task of the greatest difficulty to fulfil the order.

Captain Gower, according to his instructions, used every possible endeavour to reach Pondicherry by a limited day. His exertion was peculiarly necessary, for the soldiery had not been able to carry with them more than a very limited proportion of provision from Madras, and the monsoon, which then blew contrary to the *Medea's* intended course, threatened very powerfully to impede and prolong her passage. What then must have been the fate of those troops, had he not resorted to extraordinary means for their support? To have waited for the storeships and vessels which he was ordered to protect, would but have increased his difficulties and his delay; to quit them was dangerous; but the special emergency determined him to adopt the latter measure. He communicated to the General his opinion of the small chance there was of his arrival at the place of his destination by the limited time, provided he was not freed from his incumbrance; but as the safety of the whole army

depended on at least a partial succour, Captain Gower undertook to relieve their most pressing necessities by converting the *Medea* herself into a storeship, and leaving the convoy to creep along shore, that it might seize all favourable opportunities of proceeding on its route.

In order to accomplish the important service he had undertaken, he himself, his officers, and all his crew, were obliged to forego every accommodation, and repose themselves in the best manner they could on the deck itself. The cabins, the decks, in short the whole ship, was completely filled with rice, or other articles of the first necessity, and through the most diligent exertions, actually arrived at her place of destination before she was expected. The expedition, however, was unfortunately obliged to be laid aside, in consequence of the commander in chief becoming so indisposed as to be totally incapable of assuming the command, and the officer next in point of rank was under the necessity of returning to Madras with the troops.

On the 29th of September, the *Medea* was ordered to Bengal, having the General, Sir Eyre Coote, on board as a passenger, that change of air being considered as indispensably necessary to the recovery of his health. Captain Gower was ordered to remain afterwards on the coast of Coromandel, for the better protection of the coasting trade during the continuance of the south-west monsoon; the British fleet having proceeded to Bombay in order to avoid that tempestuous weather to which the former coast is so extremely liable during the three months then ensuing.

Early in the month of January 1783, the French fleet, which was then under the command of the Count de Suffrein, anchored in Ganjam road, one of the northern settlements on the coast of Coromandel. The Chef d'Escadre intended to continue there for some time in the hope not only of being able to intercept and disturb the British commerce, but of effecting some depredation or confusion among the settlements in that quarter, and Captain Gower entertaining not the most distant idea that the enemy were

even in those seas, the *Medea* came to an anchor a little way without them. The night was foggy, but notwithstanding the haze, the British frigate was visible from the French fleet, in consequence of the latter being under the land. Suffrein being well assured that she did not belong to his squadron, very vigilantly formed his plan for securing her the next morning.

Great indeed was the astonishment of Captain Gower and his people when they discovered, on the approach of day, several ships moving towards them, while the appearance of others in the offing, which had been detached thither during the night, appeared totally to preclude all possibility of escape. The *Medea* being, however, a very swift sailer, and extremely well managed, was fortunate enough to effect her escape, though at one time within cannon-shot of the ships which were in chase of her, and her capture was considered by the pursued, as well as the pursuers, inevitable.

On the 16th of the same month (January) the *Medea* was again chased by a French cruiser, but as the vessel did not appear larger than a frigate, Captain Gower ordered the ship to be put about, and stood for her. He brought the enemy to action in the evening, and after a contest of eighteen minutes, had the pleasure of seeing his antagonist surrender. The prize proved to be the *Chaser*, a ship of war, mounting 20 guns, six pounders, charged with dispatches from the Isle of France for the French commander in chief. The *Medea* immediately proceeded to Madras, and dispatched the *Chaser* from thence to Bombay, where the British fleet still continued, with an account that a French armament was on the Coromandel coast on the 23d of January.

The Earl of Macartney, who was then Governor of Fort St. George, having received intelligence that three large storeships belonging to the enemy, and *armée en flute*, were then at Goudelour, or Cuddalore as the English term it, a French settlement distant about twenty-eight leagues from Madras, he immediately communicated this intelligence to Captain Gower, who put to sea the same evening, notwithstanding

his complement of officers and seamen was very much reduced in consequence of his having in great measure manned the Chaser. He had laid his plan with much care and precaution, hoping that he should be able to get up with the enemy before daylight, and make himself master at least of one of them before he should be heard of, or discovered. The whole of the plan, however, was unfortunately frustrated by the failure of the wind. The Medea, therefore, sheltered herself near the coast during the whole day, and the time was consumed in assiduously attempting to disguise and disfigure the vessel in such a manner that its real character and condition should not be discovered by the enemy. In this project also Captain Gower had the misfortune to be disappointed. The enemy received intelligence of every circumstance that occurred, but ignorant of this, and considering himself perfectly secure, he again made sail as soon as it became dark. The wind failed a second time, and the Medea was more than three miles distant from the road of Cuddalore at the dawn of the day.

Instead of finding three ships in the road, as the information promised, there remained but one, apparently a very large vessel, having her topsails loose, and with every other indication of being prepared to put to sea. She had a complete tier of lower-deck ports hauled up, and was at anchor with springs on her cables under the protection of the forts; the vessel had Dutch colours hoisted, and began to fire at the Medea the instant she arrived within gun-shot. The situation of the frigate was critical, the enterprise was extremely arduous, and nothing but the greatest and most prompt exertions could render success even probable.

To have attacked the enemy according to the previously proposed plan, by running on board her, and entering a sufficient number of men, appeared not only dangerous but impracticable, first, on account of the high state of preparation in which the ship of the enemy appeared, and secondly, from her extreme loftiness or elevation above the surface of the water. It was therefore resolved, as the

qualify him for the rank of Lieutenant, and was soon afterwards selected as one of the officers whom it was deemed expedient to send into the Portuguese service. The station allotted to Mr. Gower, was that of second Captain on board a ship of the line, an appointment which, considering his youth, certainly reflected on him the highest honour.

The apprehension of an attack made on Portugal, or some of its transmarine possessions, by a Spanish fleet, having been prevented by the assiduity as well as the success which marked and attended the different enterprises undertaken by the British navy, Mr. Gower, after continuing in tedious suspense for the space of five months, returned to England. Soon after peace was concluded, as he had not obtained that promotion he so well deserved, to the rank of Lieutenant, and at the same time disdained to lead an inactive life, he went on board the *Dolphin*, of 20 guns, then equipping for a voyage of discovery round the globe, under the command of Commodore Byron.

On his return from this fatiguing, and troublesome service in the year 1766, he was at last promoted to the rank of Lieutenant, being one of three persons only who were selected from among the mates or midshipmen belonging to the *Dolphin*, to be honoured with that advancement. He was immediately appointed to remeasure nearly the same course which he had just concluded, and was sent out Lieutenant of the *Swallow*, commanded by Captain Carteret. The sufferings and distresses experienced by that gentleman and his crew, during their perilous voyage, which commenced in 1766, and was not concluded till 1769, have been already related, though but imperfectly and faintly, in the account written by the late Dr. Hawkesworth. On the arrival of the ship in port, the journals as well as all private memorandums made by the different officers, were ordered to be delivered in to the Admiralty Board without reserve, and promises of immediate promotion being uniformly held out to all, the commands were most rigidly complied with, without hesitation or murmur; these pre-

mises were not fulfilled; owing to certain causes, which it would be irrelevant to the present purpose to repeat here. As some alleviation, however, to the disappointment experienced by Mr. Gower on this occasion, he was informed that the lieutenancy of the Swift sloop, then under orders for the Falkland Islands, where she was to continue three years, was vacant; and as the Captain of her was to be the commanding officer on that station, if Mr. Gower thought proper to accept of the appointment of Lieutenant, he might depend on promotion in case of any vacancy taking place during his absence; and that his appointment, whatever it might be, should certainly be confirmed by the Board of Admiralty as soon as it was known.

Mr. Gower closing with this proposal, accordingly embarked as Lieutenant of the Swift at the end of the year 1769, and arrived at the place of destination very early in the ensuing spring. On the 13th of March, the Swift had the misfortune to be wrecked in Port Desire, on the coast of Patagonia, a misfortune owing to her having grounded on a sunk rock just as it was high water. The officers and crew remained during the whole of the ebb in the most anxious and dreadful state of suspense; but though their situation was considered dangerous when the fatal accident had taken place, no sinister subsequent occurrence led them to apprehend the destruction of their vessel was so near at hand. At length, however, when hope appeared to reanimate each countenance, and give the crew almost an assurance of deliverance, the vessel suddenly slipped off the rock, upset, and went to the bottom in nine fathom water.

The greater part of the unfortunate crew were at this time nearly naked, as they had been indefatigably endeavouring, though fruitlessly, during the whole of the tide, to guard against the very accident which had so fatally befallen them. The situation of Mr. Gower himself may serve to point out that of his wretched co-sufferers. He had on nothing more than his shirt, a waistcoat without sleeves, a pair of trowsers, and an old pair of shoes, but neither hat,

breeches, nor stockings. In a nearly equal state of equipment, with respect to apparel, were the whole of the eighty-eight unhappy persons composing the crew of the *Swift*, at the time they might be supposed to consider themselves fortunate in reaching the shore. The sun was within a few days of entering into the winter quarter of that part of the globe: the country on which they were thrown was dreary, desolate, and inhospitable, unproductive of provisions necessary for their sustenance, and destitute even of water *. The same dreary scene uninterruptedly presented itself for the extent of several degrees both to the northward and southward. Added to which the weather was so cold and inclement, that long before these apparently devoted sufferers were enabled to quit that coast, the ground was uninterruptedly covered with snow.

Many a long ling'ring day in lonely vale,
 Stunn'd with th' eternal turbulence of waves,
 Lo, with dim eyes that never learn'd to smile,
 And trembling hands, the famish'd sailor craves
 Of Heaven his wretched fare; shivering in caves,
 Or dreary rocks, he pines from day to day;
 But Science gives the word; and lo he braves
 The surge and tempest, lighted by her ray,
 And to a happier land wafts merrily away.

BEATTIE.

Thus fared it with Mr. Gower and his distressed companions during their continuance of twenty-nine days on that wretched spot, almost without clothes or other protection from the weather, save what they were fortunate enough to meet with, in the cavities of the rocks; deprived of that palliating comfort fire, save what was produced from a scanty pittance of the tang or sea-weed torn by the turbulence of the waves from the rocks, and left on the shore above high-water mark. Added to these accumulated circumstances of distress, their store of provisions, parti-

* The only supply of this grand preservative of life which these unhappy people were capable of procuring, was from two old wells dug by some persons who had formerly landed on the same spot. It was brackish and so dirty, as to be loathsome in the extreme.

cularly bread *, became so scanty, that they were reduced to the wretched allowance of a biscuit a day for each man.

On the 12th of April, however, their distresses drew in great measure to a close. The Favourite sloop of war arrived and conveyed them all to Falkland Island in safety. This relief was obtained by the very gallant exertions of Mr. William White †, the master, who, with six volunteers, proceeded in an open boat to the island, though the distance was nearly one hundred and fifty leagues. When the season of the year, the tempestuous climate, and the length of the run, are taken together, and compared with the means possessed by these gallant adventurers for the accomplishment of their purpose, it will become a difficult matter, perhaps, to decide which is most worthy of admiration, the gallantry of the undertaking itself, or the prudence and skill with which it was carried into execution.

No situation hardly could be more hopeless than that of those who remained behind ; they had nearly given up all idea of relief from their countrymen at the Falkland Islands, and had projected a variety of romantic schemes to further their deliverance, none of which probably could ever have been carried into execution. The arrival, however, of their companions closed at once their fears, their chimerical projects, and their distresses. Mr. Gower remained at the settlement on the Falkland Islands till the month of June ensuing, when, as it is well known, a squadron consisting of three Spanish frigates, a xebec, and a sloop of war, arrived there, and forcibly dispossessed the English, whose whole

* They were able to save but a very small quantity from the ship, and even that was considerably diminished by mice, which infested them in great numbers.

† Now Captain White, who has been employed during the greater part of the present war, as regulating officer on the impress service at the port of Liverpool. He served in the late war on the Lisbon station, was promoted to the rank of commander by Commodore Johnston, and appointed to the *Porto* sloop July 17, 1780. He afterwards commanded the *Hound*, and was ordered to the East Indies with Vice-Admiral Parker, where he was raised to the rank of Post Captain Aug. 28, 1783, by appointment to the *San Carlos*.

strength amounted only to two sloops of war, with their crews, to whom were added Mr. Gower and his fellow-sufferers, who had served on board the Swift.

Almost immediately after the violent measure just mentioned had been taken, the Favourite sloop was dispatched home to England with the interesting intelligence, and Mr. Gower, together with the crew of the Swift, took their passage on board her; it was extremely prosperous and speedy, that vessel having arrived at the Motherbank on the 22d of September, after a voyage of seventy days. Mr. Gower continued unemployed after his arrival till the appointment of Sir George Rodney to the Jamaica command, which took place in the year ensuing.

An instance of the ill luck, with respect to promotion, which attended Mr. Gower on this occasion, is of too singular a nature to be passed over unnoticed. He was appointed second lieutenant of the Princess Amelia, which was the ship of the commander in chief, so that he consequently might be considered in the direct and certain channel for advancement. At the time Sir George first hoisted his flag, the late Sir Robert Harland was on the point of proceeding to the East Indies as commander in chief of a squadron ordered thither to watch the motions of the French. The present Sir John Colpoys, Vice-Admiral of the Red Squadron, was at that time third lieutenant of the Northumberland, and being ordered out with a party to press men for the purpose of manning the squadron, an affray took place, in consequence of which a man unfortunately lost his life.

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SIR ERASMUS



GOWER K^T

Dean Admiral of the White Squadron

**BIOGRAPHICAL MEMOIRS OF
SIR ERASMUS GOWER, KNIGHT.**

The Heavenly maid, with strength divine endued
His daring soul; there all her powers combin'd:
Firm constancy, undaunted fortitude,
Enduring patience, arm'd his mighty mind,
Unmov'd in toils, in dangers undismay'd.

SPENCER.

SIR Erasmus Gower is the eldest son of Abel Gower, Esq. of Glandoven, in the county of Pembroke, South Wales, and Lætitia Lewes Gower, only daughter to the Rev. Erasmus Gower, D. D. William Gower, the grandfather to Mr. Abel Gower, was representative in Parliament for the borough of Ludlow, in the county of Salop, during an uninterrupted period of twenty-six years. Sir Erasmus having been destined by his father for a naval life, was sent to sea at a very early age, under the protection of Captain John Donkley, his uncle*; he served after the death of his relative, under a variety of other commanders, on the North America, the home or channel station, in the Irish, and the North Seas. And during the time he continued, according to the rules of the service, in the subordinate stations of midshipman and mate, acquired the universal love and esteem of all those under whose orders he chanced to be placed. In the month of August 1762, being then very young, he passed through the necessary examination to

* Captain Donkley was appointed a lieutenant in the Navy on the 2d of June 1742, and from that station was promoted to be commander of a sloop of war on the 5th of July 1745. We find no subsequent mention made of him for ten years after the above time; at length, about the month of September 1755, he appears to have been commissioned as commander of the *Brilliant*; of what force or class this vessel was, does not particularly appear, but certainly held no higher rate than that of a sloop of war. On the 27th of March 1756, he was promoted to be Captain of the *Nightingale* frigate, as successor to Captain Digges. In this ship, however, he never proceeded to sea, having been in the course of the ensuing month, appointed to the *Aldborough*, a frigate of the same force, just before launched. He was some time afterwards removed into the *Enterprise*, and ordered to America, on his return from which station he died, having lived only to reach the entrance of the channel, on the 17th of March 1758.

qualify him for the rank of Lieutenant, and was soon afterwards selected as one of the officers whom it was deemed expedient to send into the Portuguese service. The station allotted to Mr. Gower, was that of second Captain on board a ship of the line, an appointment which, considering his youth, certainly reflected on him the highest honour.

The apprehension of an attack made on Portugal, or some of its transmarine possessions, by a Spanish fleet, having been prevented by the assiduity as well as the success which marked and attended the different enterprises undertaken by the British navy, Mr. Gower, after continuing in tedious suspense for the space of five months, returned to England. Soon after peace was concluded, as he had not obtained that promotion he so well deserved, to the rank of Lieutenant, and at the same time disdained to lead an inactive life, he went on board the *Dolphin*, of 20 guns, then equipping for a voyage of discovery round the globe, under the command of Commodore Byron.

On his return from this fatiguing, and troublesome service in the year 1766, he was at last promoted to the rank of Lieutenant, being one of three persons only who were selected from among the mates or midshipmen belonging to the *Dolphin*, to be honoured with that advancement. He was immediately appointed to remeasure nearly the same course which he had just concluded, and was sent out Lieutenant of the *Swallow*, commanded by Captain Carteret. The sufferings and distresses experienced by that gentleman and his crew, during their perilous voyage, which commenced in 1766, and was not concluded till 1769, have been already related, though but imperfectly and faintly, in the account written by the late Dr. Hawkesworth. On the arrival of the ship in port, the journals as well as all private memorandums made by the different officers, were ordered to be delivered in to the Admiralty Board without reserve, and promises of immediate promotion being uniformly held out to all, the commands were most rigidly complied with, without hesitation or murmur; these pre-

mises were not fulfilled; owing to certain causes, which it would be irrelevant to the present purpose to repeat here. As some alleviation, however, to the disappointment experienced by Mr. Gower on this occasion, he was informed that the lieutenancy of the Swift sloop, then under orders for the Falkland Islands, where she was to continue three years, was vacant; and as the Captain of her was to be the commanding officer on that station, if Mr. Gower thought proper to accept of the appointment of Lieutenant, he might depend on promotion in case of any vacancy taking place during his absence; and that his appointment, whatever it might be, should certainly be confirmed by the Board of Admiralty as soon as it was known.

Mr. Gower closing with this proposal, accordingly embarked as Lieutenant of the Swift at the end of the year 1769, and arrived at the place of destination very early in the ensuing spring. On the 13th of March, the Swift had the misfortune to be wrecked in Port Desire, on the coast of Patagonia, a misfortune owing to her having grounded on a sunk rock just as it was high water. The officers and crew remained during the whole of the ebb in the most anxious and dreadful state of suspense; but though their situation was considered dangerous when the fatal accident had taken place, no sinister subsequent occurrence led them to apprehend the destruction of their vessel was so near at hand. At length, however, when hope appeared to reanimate each countenance, and give the crew almost an assurance of deliverance, the vessel suddenly slipped off the rock, overset, and went to the bottom in nine fathom water.

The greater part of the unfortunate crew were at this time nearly naked, as they had been indefatigably endeavouring, though fruitlessly, during the whole of the tide, to guard against the very accident which had so fatally befallen them. The situation of Mr. Gower himself may serve to point out that of his wretched co-sufferers. He had on nothing more than his shirt, a waistcoat without sleeves, a pair of trowsers, and an old pair of shoes, but neither hat,

breeches, nor stockings. In a nearly equal state of equipment, with respect to apparel, were the whole of the eighty-eight unhappy persons composing the crew of the *Swift*, at the time they might be supposed to consider themselves fortunate in reaching the shore. The sun was within a few days of entering into the winter quarter of that part of the globe: the country on which they were thrown was dreary, desolate, and inhospitable, unproductive of provisions necessary for their sustenance, and destitute even of water *. The same dreary scene uninterruptedly presented itself for the extent of several degrees both to the northward and southward. Added to which the weather was so cold and inclement, that long before these apparently devoted sufferers were enabled to quit that coast, the ground was uninterruptedly covered with snow.

Many a long ling'ring day in lonely vale,
 Stunn'd with th' eternal turbulence of waves,
 Lo, with dim eyes that never learn'd to smile,
 And trembling hands, the famish'd sailor craves
 Of Heaven his wretched fare; shivering in caves,
 Or *dreary rocks*, he pines from day to day;
 But Science gives the word; and lo he braves
 The surge and tempest, lighted by her ray,
 And to a happier land wafts merrily away.

BEATTIE.

Thus fared it with Mr. Gower and his distressed companions during their continuance of twenty-nine days on that wretched spot, almost without clothes or other protection from the weather, save what they were fortunate enough to meet with, in the cavities of the rocks; deprived of that palliating comfort fire, save what was produced from a scanty pittance of the tang or sea-weed torn by the turbulence of the waves from the rocks, and left on the shore above high-water mark. Added to these accumulated circumstances of distress, their store of provisions, parti-

* The only supply of this grand preservative of life which these unhappy people were capable of procuring, was from two old wells dug by some persons who had formerly landed on the same spot. It was brackish and so dirty, as to be loathsome in the extreme.

cularly bread *, became so scanty, that they were reduced to the wretched allowance of a biscuit a day for each man.

On the 12th of April, however, their distresses drew in great measure to a close. The Favourite sloop of war arrived and conveyed them all to Falkland Island in safety. This relief was obtained by the very gallant exertions of Mr. William White †, the master, who, with six volunteers, proceeded in an open boat to the island, though the distance was nearly one hundred and fifty leagues. When the season of the year, the tempestuous climate, and the length of the run, are taken together, and compared with the means possessed by these gallant adventurers for the accomplishment of their purpose, it will become a difficult matter, perhaps, to decide which is most worthy of admiration, the gallantry of the undertaking itself, or the prudence and skill with which it was carried into execution.

No situation hardly could be more hopeless than that of those who remained behind ; they had nearly given up all idea of relief from their countrymen at the Falkland Islands, and had projected a variety of romantic schemes to further their deliverance, none of which probably could ever have been carried into execution. The arrival, however, of their companions closed at once their fears, their chimerical projects, and their distresses. Mr. Gower remained at the settlement on the Falkland Islands till the month of June ensuing, when, as it is well known, a squadron consisting of three Spanish frigates, a xebec, and a sloop of war, arrived there, and forcibly dispossessed the English, whose whole

* They were able to save but a very small quantity from the ship, and even that was considerably diminished by mice, which infested them in great numbers.

† Now Captain White, who has been employed during the greater part of the present war, as regulating officer on the impress service at the port of Liverpool. He served in the late war on the Lisbon station, was promoted to the rank of commander by Commodore Johnston, and appointed to the *Porto* sloop July 17, 1780. He afterwards commanded the *Hound*, and was ordered to the East Indies with Vice-Admiral Parker, where he was raised to the rank of Post Captain Aug. 28, 1783, by appointment to the *San Carlos*.

strength amounted only to two sloops of war, with their crews, to whom were added Mr. Gower and his fellow-sufferers, who had served on board the Swift.

Almost immediately after the violent measure just mentioned had been taken, the Favourite sloop was dispatched home to England with the interesting intelligence, and Mr. Gower, together with the crew of the Swift, took their passage on board her; it was extremely prosperous and speedy, that vessel having arrived at the Motherbank on the 22d of September, after a voyage of seventy days. Mr. Gower continued unemployed after his arrival till the appointment of Sir George Rodney to the Jamaica command, which took place in the year ensuing.

An instance of the ill luck, with respect to promotion, which attended Mr. Gower on this occasion, is of too singular a nature to be passed over unnoticed. He was appointed second lieutenant of the Princess Amelia, which was the ship of the commander in chief, so that he consequently might be considered in the direct and certain channel for advancement. At the time Sir George first hoisted his flag, the late Sir Robert Harland was on the point of proceeding to the East Indies as commander in chief of a squadron ordered thither to watch the motions of the French. The present Sir John Colpoys, Vice-Admiral of the Red Squadron, was at that time third lieutenant of the Northumberland, and being ordered out with a party to press men for the purpose of manning the squadron, an affray took place, in consequence of which a man unfortunately lost his life.

It then becoming necessary, *pro formâ*, that the conduct of Lieutenant Colpoys should be legally investigated, he was obliged to remain in England for that purpose, and a proposal was made to Mr. Gower, that he should exchange situations, as the trial would be over in sufficient time to permit Mr. Colpoys to proceed with Sir George Rodney, who was not quite ready for sea, to the West Indies, while on the other hand, the detention would prevent his accom-

panying Sir Robert to the East. The chance of promotion which Mr. Gower possessed in his own station, being ostensibly so much superior to that which was offered him; he naturally rejected the proposal, and Mr. Colpoys, soon as the trial was over, followed his Admiral, having taken his passage on board an Indiaman. The event, however, proved directly contrary to human foresight, one vacancy only happened on the West India station during the whole time of Mr. Gower's absence. He consequently experienced no farther advancement than from the station of second to that of first lieutenant, while Mr. Colpoys had the good fortune in the same interval of time to be advanced to the rank of Post Captain, by commission bearing date August 25, 1773, appointing him to the Admiral's ship the Northumberland.

Mr. Gower of course returned to England a lieutenant, and not having obtained promotion, was obliged to remain inactive on half-pay till the month of March 1775. He was then appointed first lieutenant of the *Levant* frigate, commanded by Captain George Murray, uncle to the present Duke of Athol. He sailed on the 4th of June following, and continued during the space of nearly four years on the Mediterranean station, under the progressive commands of Vice-Admiral Man and Rear-Admiral Duff. The *Levant* was, after the commencement of the American war, extremely successful, having captured so considerable a number of prizes, that few vessels, perhaps, have ever quitted a station with more *eclat* respecting herself, and more regret from the officers and other persons concerned, who derived advantage from her good fortune, and the activity of her people.

The *Levant* having been ordered to England in 1779, was sent immediately after her arrival, with many other inferior ships and vessels, under the command of Captain Murray, over to Helvoetsluys. The object of this errand was to escort from thence the packet on board which the present Dutchess of Devonshire, with many other personages

of high rank, had embarked, and whose passage was rendered somewhat precarious, on account of the many ships belonging to the enemy which then swarmed in the North Sea. The *Levant*, however, was prevented from executing this service by a contrary wind.

Sir George Rodney, the former friend and patron of Mr. Gower, received about this time his well-known appointment to the chief command on the West India station, and immediately chose Mr. Gower to be his first lieutenant on board the *Sandwich*. The fleet, with a considerable number of merchant vessels under its protection, sailed the latter end of December, and on the 8th of January had the good fortune to fall in with a Spanish convoy belonging to the Royal Company of Caraccas, bound from St. Sebastian's to Cadiz. Of twenty-seven sail which composed this fleet, twenty-six were captured, seven of which were armed, and completely fitted according to their different rates, as ships and vessels of war. The Commodore's ship, called the *Guipuscoana*, mounted 64 guns, and being deemed in every respect fit for service, was immediately commissioned by Sir George as a British ship of the line, and called the *Prince William*, Mr. Gower being appointed her Captain.

This commission being confirmed without hesitation by the Admiralty, Mr. Gower, as some recompence for those manifold disappointments he had before experienced, escaped passing through the intermediate rank of commander of a sloop of war, a circumstance very unusual in the service.

On the 16th of the same month in which Captain Gower met with that well deserved advancement just mentioned, the memorable action took place off Cape St. Vincent between the British fleet and the Spanish armament, commanded by Don Juan de Langara, an event so recent as not to require any farther account than what has been already given in the Memoir of Lord Rodney, more particularly as the *Prince William* was not fortunate enough to have any interesting share in the action.

The fleet soon afterwards reached Gibraltar with the prizes it had so successfully made, and effectually relieved that fortress from the famine-like distress which the hostilities with the Court of Spain, and the close blockade consequent to them had necessarily occasioned. During the continuance of the fleet in Gibraltar Bay Captain Gower was removed first into the Porcupine, of 24 guns; secondly into the Enterprise of 28; and lastly, on the 14th of February 1780, into the Edgar, of 74, as Captain under Commodore Elliot, who hoisted his broad pendant on board that ship, being left behind the fleet as commander in chief of a small force which it was supposed would assist in the defence of the fortress.

It being experimentally found, after a few months continuance there, that to persist in the same measure, was to render so fine a ship nearly useless, Commodore Elliot returned to England. Captain Gower continued in the same command, sometimes serving under the Commodore himself, and during his absence, commanding the Edgar as a cruiser or a private ship in the channel fleet, till the year 1781, when Mr. Elliot having struck his broad pendant and resumed his station of a private Captain, Mr. Gower of necessity quitted the Edgar, and continued till the month of November 1781, on half-pay. He was then appointed Captain of the Medea, a frigate, of 28 guns, under orders to join the squadron fitting out for the East Indies, under the command of Commodore Sir R. Bickerton. Accidents, however, prevented Captain Gower from joining his companions, and he accordingly proceeded alone as far as Rio Janeiro on the coast of Brazil, where he met with the Sceptre, of 64 guns, one of the ships composing the same armament. After continuing at the same port for six weeks, in daily expectation that the squadron which had sailed from England three days before the Medea, would arrive, the two ships proceeded to India in company; when on their passage, in doubling the Cape of Good Hope, the Medea captured,

on the 21st of May 1782, a large French ordnance storeship, bound also to India. This vessel had parted company only on the preceding day from several others of the same description, under convoy of a small squadron of ships of war.

The prize proved so dull a sailer as to retard very considerably the passage of Captain Gower; the *Medea* being obliged to take her in tow, and continue that measure without interruption till they jointly arrived at Madras, the passage thither was accordingly prolonged to no less a space of time than four months. But the tediousness and difficulty of this operation was fully compensated by the injury the enemy sustained from the capture, not only in the intrinsic value of the cargo, but the grievous necessity they were under for a considerable part of those articles which composed it. The first service in which the *Medea* was employed subsequent to her arrival in India, was to attend the army, which was then on the point of proceeding under the command of General Sir Eyre Coote, on the expedition sent against Pondicherry. This event took place in the month of September, and the season of the year made it a task of the greatest difficulty to fulfil the order.

Captain Gower, according to his instructions, used every possible endeavour to reach Pondicherry by a limited day. His exertion was peculiarly necessary, for the soldiery had not been able to carry with them more than a very limited proportion of provision from Madras, and the monsoon, which then blew contrary to the *Medea's* intended course, threatened very powerfully to impede and prolong her passage. What then must have been the fate of those troops, had he not resorted to extraordinary means for their support? To have waited for the storeships and vessels which he was ordered to protect, would but have increased his difficulties and his delay; to quit them was dangerous; but the special emergency determined him to adopt the latter measure. He communicated to the General his opinion of the small chance there was of his arrival at the place of his destination by the limited time, provided he was not freed from his incumbrance; but as the safety of the whole army

depended on at least a partial succour, Captain Gower undertook to relieve their most pressing necessities by converting the *Medea* herself into a storeship, and leaving the convoy to creep along shore, that it might seize all favourable opportunities of proceeding on its route.

In order to accomplish the important service he had undertaken, he himself, his officers, and all his crew, were obliged to forego every accommodation, and repose themselves in the best manner they could on the deck itself. The cabins, the decks, in short the whole ship, was completely filled with rice, or other articles of the first necessity, and through the most diligent exertions, actually arrived at her place of destination before she was expected. The expedition, however, was unfortunately obliged to be laid aside, in consequence of the commander in chief becoming so indisposed as to be totally incapable of assuming the command, and the officer next in point of rank was under the necessity of returning to Madras with the troops.

On the 29th of September, the *Medea* was ordered to Bengal, having the General, Sir Eyre Coote, on board as a passenger, that change of air being considered as indispensably necessary to the recovery of his health. Captain Gower was ordered to remain afterwards on the coast of Coromandel, for the better protection of the coasting trade during the continuance of the south-west monsoon; the British fleet having proceeded to Bombay in order to avoid that tempestuous weather to which the former coast is so extremely liable during the three months then ensuing.

Early in the month of January 1783, the French fleet, which was then under the command of the Count de Suffrein, anchored in Ganjam road, one of the northern settlements on the coast of Coromandel. The Chef d'Escadre intended to continue there for some time in the hope not only of being able to intercept and disturb the British commerce, but of effecting some depredation or confusion among the settlements in that quarter, and Captain Gower entertaining not the most distant idea that the enemy were

even in those seas, the *Medea* came to an anchor a little way without them. The night was foggy, but notwithstanding the haze, the British frigate was visible from the French fleet, in consequence of the latter being under the land. Suffrein being well assured that she did not belong to his squadron, very vigilantly formed his plan for securing her the next morning.

Great indeed was the astonishment of Captain Gower and his people when they discovered, on the approach of day, several ships moving towards them, while the appearance of others in the offing, which had been detached thither during the night, appeared totally to preclude all possibility of escape. The *Medea* being, however, a very swift sailer, and extremely well managed, was fortunate enough to effect her escape, though at one time within cannon-shot of the ships which were in chase of her, and her capture was considered by the pursued, as well as the pursuers, inevitable.

On the 16th of the same month (January) the *Medea* was again chased by a French cruiser, but as the vessel did not appear larger than a frigate, Captain Gower ordered the ship to be put about, and stood for her. He brought the enemy to action in the evening, and after a contest of eighteen minutes, had the pleasure of seeing his antagonist surrender. The prize proved to be the *Chaser*, a ship of war, mounting 20 guns, six pounders, charged with dispatches from the Isle of France for the French commander in chief. The *Medea* immediately proceeded to Madras, and dispatched the *Chaser* from thence to Bombay, where the British fleet still continued. with an account that a French armament was on the Coromandel coast on the 23d of January.

The Earl of Macartney, who was then Governor of Fort St. George, having received intelligence that three large storeships belonging to the enemy, and *armée en flûte*, were then at Goudelour, or Cuddalore as the English term it, a French settlement distant about twenty-eight leagues from Madras, he immediately communicated this intelligence to Captain Gower, who put to sea the same evening, notwithstanding

his complement of officers and seamen was very much reduced in consequence of his having in great measure manned the Chaser. He had laid his plan with much care and precaution, hoping that he should be able to get up with the enemy before daylight, and make himself master at least of one of them before he should be heard of, or discovered. The whole of the plan, however, was unfortunately frustrated by the failure of the wind. The Medea, therefore, sheltered herself near the coast during the whole day, and the time was consumed in assiduously attempting to disguise and disfigure the vessel in such a manner that its real character and condition should not be discovered by the enemy. In this project also Captain Gower had the misfortune to be disappointed. The enemy received intelligence of every circumstance that occurred, but ignorant of this, and considering himself perfectly secure, he again made sail as soon as it became dark. The wind failed a second time, and the Medea was more than three miles distant from the road of Cuddalore at the dawn of the day.

Instead of finding three ships in the road, as the information promised, there remained but one, apparently a very large vessel, having her topsails loose, and with every other indication of being prepared to put to sea. She had a complete tier of lower-deck ports hauled up, and was at anchor with springs on her cables under the protection of the forts; the vessel had Dutch colours hoisted, and began to fire at the Medea the instant she arrived within gun-shot. The situation of the frigate was critical, the enterprise was extremely arduous, and nothing but the greatest and most prompt exertions could render success even probable.

To have attacked the enemy according to the previously proposed plan, by running on board her, and entering a sufficient number of men, appeared not only dangerous but impracticable, first, on account of the high state of preparation in which the ship of the enemy appeared, and secondly, from her extreme loftiness or elevation above the surface of the water. It was therefore resolved, as the

only method that could be adopted, desperate as it appeared, to run between the forts and the ship, receiving the joint fire of both at the same time. The shore was so bold and the object of attack lay so near to the batteries, that the shot from the latter went through both sides of the *Medea*; she reserved her fire till she got abreast of the enemy's ship, and dropped anchor close to her so as to preserve that situation: then for the first time did Captain Gower commence his cannonade, which was well directed, and kept up with so much animation, that in a very short time victory declared itself completely in his favour.

The enemy was instantly boarded, and the cables of both ships being immediately cut, they ran out into the offing, till they were so far distant from the forts as to be under no apprehensions whatever from their fire. Here they again came to anchor in order to arrange, and set matters to rights in the best manner circumstances would admit of. The prize proved to be the *Vryheid*, a Dutch East India ship, pierced for 64 guns, but having no more than 32 mounted. She had brought a cargo of ordnance stores to Cuddalore, and was to have quitted it on the very day she was captured, being bound for Trincomale in the Island of Ceylon. The lower masts and bowsprit which formerly belonged to a French ship of the line, that had been stranded and lost near Pondicherry, were secured alongside; the lower-deck guns and carriages were some of them on the lower deck of the prize, the remainder were in the hold, and those guns with their carriages, were fortunately as well fitted and adapted to the ports of the prize as though they had been purposely intended for her.

This circumstance would have rendered the *Vryheid* completely effective as a ship of the line the instant the guns were run out of the ports: it was even intended she should have joined the French fleet and been stationed as a vessel of that class, so that the loss of her must have been much felt by the enemy. The merit of the foregoing transaction, independent of the great inferiority of the *Medea*'s

force in comparison with that of her antagonist, and the peculiar circumstances and disadvantages under which she was compelled to commence her attack, was considerably heightened by the disadvantage of a very short complement; the first lieutenant, together with thirty of the best seamen, having been dispatched to Bombay, as already related, in the *Chaser*.

The crew had experienced a scarcely less consequential diminution, owing to the master, the boatswain, the gunner, and many other persons belonging to the ship, being ashore at Madras when the intelligence was received: notwithstanding which Captain Gower resolved to put to sea without them, fearing that if he used not the utmost expedition, the enemy might receive intelligence of his intention at Cuddalore. What must be the anxiety of a commander in so trying a situation with so reduced a number of men? He had to navigate a ship which was three times the burden of that he commanded, in addition to his own; he had more than one hundred prisoners to guard, and was to effect his passage into Madras Road against the monsoon, with a French fleet to windward of him upon the same coast. The only officer that continued in the *Medea*, exclusive of Captain Gower himself, was the Lieutenant of Marines, so that these two gentlemen were obliged to take watch and watch during the whole passage, which continued five days, and Captain Gower himself is said to have scarcely quitted the deck for the whole time.

The conduct of this gentleman on the occasion just mentioned, as well as his former services, were considered so highly meritorious that the Governor and Presidency of Fort St. George requested Sir Edward Hughes, the naval commander in chief, to convey to him their sincere thanks; and the Lords of the Admiralty themselves, as soon as they became acquainted with the different circumstances which attended the transaction, were equally forward in shewing similar marks of approbation with regard to Captain Gower himself, together with the officers and people whom he led to victory,

The prize, through the possession of which he had very justly acquired so much honour, got safe to Madras, where the captors were offered the sum of thirty-six thousand pounds for the hull and furniture, but Captain Gower fearing that the proposed purchasers intended, through the noxious medium of a neutral power, to resell the vessel immediately to the enemy, who at that time stood grievously in need of some reinforcement, most patriotically rejected the personally advantageous offer. It was then proposed to him, that he should permit the vessel to proceed to Bengal and bring back a cargo of rice; for this voyage 6000*l.* were offered, with a farther proposal, that as the French fleet was then in the neighbourhood, the sum which had been before offered for the purchase of the vessel, should be paid to the captors in case she was unfortunate enough to fall into the hands of the enemy, or meet with any other untoward accident.

All these offers also were peremptorily rejected on the instant they were made, through an apprehension of the same insidious kind of contrivance which Captain Gower was fearful of in the former instance. An account of these different offers, together with a description of the vessel herself, were immediately conveyed both by sea and land, for the purpose of more effectually securing their arrival, to Sir Edward Hughes. It was accompanied by a declaration of Captain Gower's opinion, that the vessel in question was in every respect properly adapted for his Majesty's service, and that in consequence of that idea, he would continue to decline any proposal whatever that might be made for the purchase of it till the pleasure of the commander in chief should be fully known. The ship continued for three months after this in the possession of the captors, when a squadron of French ships having stood into the Road of Madras, merely with a view of insulting that port, and fired a few shot at the different vessels which were anchored there, they themselves continuing under sail the whole time, the people on board the prize were so strongly apprehensive that the at-

tack of the enemy was principally intended against their vessel, which was the only one in the road that appeared worthy the attention of a foe, that they accordingly veered away the cable in the hope of preserving her by getting nearer to the shore.

The apprehension probably was groundless, but the measure taken for her preservation was certainly fatal. The ship unfortunately got into the surf and was totally lost. Thus did the brave captors, owing to their over zeal for the service, lose that valuable and well-earned pecuniary reward which their gallantry so justly merited. Previous to the loss of the *Vryheid*, the *Medea* had on the 5th of February very narrowly escaped being captured by the French fleet herself, when they were on their passage from the Ganjam to the southward; though nearly surrounded she was, however, fortunate enough to effect her escape. On the 16th of March she, for the third time, experienced a similar instance of good fortune off Pondicherry. Two French frigates, under cover of the night and a thick haze which then prevailed, got within hail of the *Medea* before they were discovered.

Early in the month of May following, owing to the great exertions which the French were then making, it became natural to expect that an action must inevitably take place between the two fleets, and as the British force consisted at that time of eighteen sail of the line, divided into three squadrons, under an Admiral and two Commodores, it was strongly recommended to Sir Edward Hughes that he should appoint an additional or first captain to his own ship, by way of lessening that fatigue of body and mind which he must of necessity undergo in case of an action, as having so extensive a command to attend to. This honourable station was accordingly offered, as is customary on such occasions, to several of the senior Captains; they declined it in the handsomest manner, and at the same time unanimously joined in recommending Captain Gower, as the fittest person to take upon him so important a trust and office.

The arrangement was made accordingly, but the appointment did not actually take place, owing to the extreme delicacy of the commander in chief, who, notwithstanding the arduous task which presented itself to him, hesitated to comply with his own wishes and inclination, as well as those of every person under his orders, because he did not actually command at the time that sufficient number of ships which, according to the rules of the service, would have rendered such a measure a mere matter of course.

From the 13th to the 21st of June, both fleets were manœuvred in sight of each other, in the mutual hope of being able to seize some moment and opportunity peculiarly favourable to attack; an action certainly appeared unavoidable, but the enemy, though they possessed the weather-gage, not thinking even that advantage sufficient to warrant their hazarding an action, appeared to decline a contest till some occasion additionally favourable should occur. Under these circumstances the engagement was deferred till the evening of the 21st. During the whole of the period in which the two fleets had been in sight of each other, the *Medea* had been uniformly employed during the night in watching the motions of *Monsieur de Suffrein*. The service was of the most important nature, and the risk proportionably great. The squadron of the enemy was extremely alert, and the *Medea* from her situation was, unavoidably, in hourly danger of being captured.

The unfortunate action which followed the exertions just mentioned, was productive of what the enemy had never, before that time, been fortunate enough to acquire in any part of the world—an advantage over the British fleet with a force evidently inferior. This unprecedented event was occasioned not only by the bad condition of several ships which composed the British fleet, but also by the dreadful sickness and mortality which then prevailed among the crews. The disgrace at least, for the enemy reaped no advantage whatever but the honour of having obliged the British to decline all farther contest, might have been hap-

pily prevented had the intelligence that the articles of peace were signed, arrived from England within the time generally required to convey it from thence. But though private accounts and newspapers, which had reached India overland before the action took place, all agreed in asserting the same event, yet the official account that tranquillity was re-established between the contending nations, did not reach Madras till the 31st of August following.

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It being experimentally found, after a few months continuance there, that to persist in the same measure, was to render so fine a ship nearly useless, Commodore Elliot returned to England. Captain Gower continued in the same command, sometimes serving under the Commodore himself, and during his absence, commanding the Edgar as a cruiser or a private ship in the channel fleet, till the year 1781, when Mr. Elliot having struck his broad pendant and resumed his station of a private Captain, Mr. Gower of necessity quitted the Edgar, and continued till the month of November 1781, on half-pay. He was then appointed Captain of the Medea, a frigate, of 28 guns, under orders to join the squadron fitting out for the East Indies, under the command of Commodore Sir R. Bickerton. Accidents, however, prevented Captain Gower from joining his companions, and he accordingly proceeded alone as far as Rio Janeiro on the coast of Brazil, where he met with the Scéptre, of 64 guns, one of the ships composing the same armament. After continuing at the same port for six weeks, in daily expectation that the squadron which had sailed from England three days before the Medea, would arrive, the two ships proceeded to India in company; when on their passage, in doubling the Cape of Good Hope, the Medea captured,

on the 21st of May 1782, a large French ordnance storeship, bound also to India. This vessel had parted company only on the preceding day from several others of the same description, under convoy of a small squadron of ships of war.

The prize proved so dull a sailer as to retard very considerably the passage of Captain Gower; the *Medea* being obliged to take her in tow, and continue that measure without interruption till they jointly arrived at Madras, the passage thither was accordingly prolonged to no less a space of time than four months. But the tediousness and difficulty of this operation was fully compensated by the injury the enemy sustained from the capture, not only in the intrinsic value of the cargo, but the grievous necessity they were under for a considerable part of those articles which composed it. The first service in which the *Medea* was employed subsequent to her arrival in India, was to attend the army, which was then on the point of proceeding under the command of General Sir Eyre Coote, on the expedition sent against Pondicherry. This event took place in the month of September, and the season of the year made it a task of the greatest difficulty to fulfil the order.

Captain Gower, according to his instructions, used every possible endeavour to reach Pondicherry by a limited day. His exertion was peculiarly necessary, for the soldiery had not been able to carry with them more than a very limited proportion of provision from Madras, and the monsoon, which then blew contrary to the *Medea's* intended course, threatened very powerfully to impede and prolong her passage. What then must have been the fate of those troops, had he not resorted to extraordinary means for their support? To have waited for the storeships and vessels which he was ordered to protect, would but have increased his difficulties and his delay; to quit them was dangerous; but the special emergency determined him to adopt the latter measure. He communicated to the General his opinion of the small chance there was of his arrival at the place of his destination by the limited time, provided he was not freed from his incumbrance; but as the safety of the whole army

depended on at least a partial succour, Captain Gower undertook to relieve their most pressing necessities by converting the *Medea* herself into a storeship, and leaving the convoy to creep along shore, that it might seize all favourable opportunities of proceeding on its route.

In order to accomplish the important service he had undertaken, he himself, his officers, and all his crew, were obliged to forego every accommodation, and repose themselves in the best manner they could on the deck itself. The cabins, the decks, in short the whole ship, was completely filled with rice, or other articles of the first necessity, and through the most diligent exertions, actually arrived at her place of destination before she was expected. The expedition, however, was unfortunately obliged to be laid aside, in consequence of the commander in chief becoming so indisposed as to be totally incapable of assuming the command, and the officer next in point of rank was under the necessity of returning to Madras with the troops.

On the 29th of September, the *Medea* was ordered to Bengal, having the General, Sir Eyre Coote, on board as a passenger, that change of air being considered as indispensably necessary to the recovery of his health. Captain Gower was ordered to remain afterwards on the coast of Coromandel, for the better protection of the coasting trade during the continuance of the south-west monsoon; the British fleet having proceeded to Bombay in order to avoid that tempestuous weather to which the former coast is so extremely liable during the three months then ensuing.

Early in the month of January 1783, the French fleet, which was then under the command of the Count de Suffrein, anchored in Ganjam road, one of the northern settlements on the coast of Coromandel. The *Chef d'Escadre* intended to continue there for some time in the hope not only of being able to intercept and disturb the British commerce, but of effecting some depredation or confusion among the settlements in that quarter, and Captain Gower entertaining not the most distant idea that the enemy were

even in those seas, the *Medea* came to an anchor a little way without them. The night was foggy, but notwithstanding the haze, the British frigate was visible from the French fleet, in consequence of the latter being under the land. Suffrein being well assured that she did not belong to his squadron, very vigilantly formed his plan for securing her the next morning.

Great indeed was the astonishment of Captain Gower and his people when they discovered, on the approach of day, several ships moving towards them, while the appearance of others in the offing, which had been detached thither during the night, appeared totally to preclude all possibility of escape. The *Medea* being, however, a very swift sailer, and extremely well managed, was fortunate enough to effect her escape, though at one time within cannon-shot of the ships which were in chase of her, and her capture was considered by the pursued, as well as the pursuers, inevitable.

On the 16th of the same month (January) the *Medea* was again chased by a French cruiser, but as the vessel did not appear larger than a frigate, Captain Gower ordered the ship to be put about, and stood for her. He brought the enemy to action in the evening, and after a contest of eighteen minutes, had the pleasure of seeing his antagonist surrender. The prize proved to be the *Chaser*, a ship of war, mounting 20 guns, six pounders, charged with dispatches from the Isle of France for the French commander in chief. The *Medea* immediately proceeded to Madras, and dispatched the *Chaser* from thence to Bombay, where the British fleet still continued, with an account that a French armament was on the Coromandel coast on the 23d of January.

The Earl of Macartney, who was then Governor of Fort St. George, having received intelligence that three large storeships belonging to the enemy, and *armée en flûte*, were then at Goudelour, or Cuddalore as the English term it, a French settlement distant about twenty-eight leagues from Madras, he immediately communicated this intelligence to Captain Gower, who put to sea the same evening, notwithstanding

his complement of officers and seamen was very much reduced in consequence of his having in great measure manned the Chaser. He had laid his plan with much care and precaution, hoping that he should be able to get up with the enemy before daylight, and make himself master at least of one of them before he should be heard of, or discovered. The whole of the plan, however, was unfortunately frustrated by the failure of the wind. The Medea, therefore, sheltered herself near the coast during the whole day, and the time was consumed in assiduously attempting to disguise and disfigure the vessel in such a manner that its real character and condition should not be discovered by the enemy. In this project also Captain Gower had the misfortune to be disappointed. The enemy received intelligence of every circumstance that occurred, but ignorant of this, and considering himself perfectly secure, he again made sail as soon as it became dark. The wind failed a second time, and the Medea was more than three miles distant from the road of Cuddalore at the dawn of the day.

Instead of finding three ships in the road, as the information promised, there remained but one, apparently a very large vessel, having her topsails loose, and with every other indication of being prepared to put to sea. She had a complete tier of lower-deck ports hauled up, and was at anchor with springs on her cables under the protection of the forts; the vessel had Dutch colours hoisted, and began to fire at the Medea the instant she arrived within gun-shot. The situation of the frigate was critical, the enterprise was extremely arduous, and nothing but the greatest and most prompt exertions could render success even probable.

To have attacked the enemy according to the previously proposed plan, by running on board her, and entering a sufficient number of men, appeared not only dangerous but impracticable, first, on account of the high state of preparation in which the ship of the enemy appeared, and secondly, from her extreme loftiness or elevation above the surface of the water. It was therefore resolved, as the

only method that could be adopted, desperate as it appeared, to run between the forts and the ship, receiving the joint fire of both at the same time. The shore was so bold and the object of attack lay so near to the batteries, that the shot from the latter went through both sides of the *Medea*; she reserved her fire till she got abreast of the enemy's ship, and dropped anchor close to her so as to preserve that situation: then for the first time did Captain Gower commence his cannonade, which was well directed, and kept up with so much animation, that in a very short time victory declared itself completely in his favour.

The enemy was instantly boarded, and the cables of both ships being immediately cut, they ran out into the offing, till they were so far distant from the forts as to be under no apprehensions whatever from their fire. Here they again came to anchor in order to arrange, and set matters to rights in the best manner circumstances would admit of. The prize proved to be the *Vryheid*, a Dutch East India ship, pierced for 64 guns, but having no more than 32 mounted. She had brought a cargo of ordnance stores to Cuddalore, and was to have quitted it on the very day she was captured, being bound for Trincomale in the Island of Ceylon. The lower masts and bowsprit which formerly belonged to a French ship of the line, that had been stranded and lost near Pondicherry, were secured alongside; the lower-deck guns and carriages were some of them on the lower deck of the prize, the remainder were in the hold, and those guns with their carriages, were fortunately as well fitted and adapted to the ports of the prize as though they had been purposely intended for her.

This circumstance would have rendered the *Vryheid* completely effective as a ship of the line the instant the guns were run out of the ports: it was even intended she should have joined the French fleet and been stationed as a vessel of that class, so that the loss of her must have been much felt by the enemy. The merit of the foregoing transaction, independent of the great inferiority of the *Medea's*

force in comparison with that of her antagonist, and the peculiar circumstances and disadvantages under which she was compelled to commence her attack, was considerably heightened by the disadvantage of a very short complement; the first lieutenant, together with thirty of the best seamen, having been dispatched to Bombay, as already related, in the *Chaser*.

The crew had experienced a scarcely less consequential diminution, owing to the master, the boatswain, the gunner, and many other persons belonging to the ship, being ashore at Madras when the intelligence was received: notwithstanding which Captain Gower resolved to put to sea without them, fearing that if he used not the utmost expedition, the enemy might receive intelligence of his intention at Cuddalore. What must be the anxiety of a commander in so trying a situation with so reduced a number of men? He had to navigate a ship which was three times the burden of that he commanded, in addition to his own; he had more than one hundred prisoners to guard, and was to effect his passage into Madras Road against the monsoon, with a French fleet to windward of him upon the same coast. The only officer that continued in the *Medea*, exclusive of Captain Gower himself, was the Lieutenant of Marines, so that these two gentlemen were obliged to take watch and watch during the whole passage, which continued five days, and Captain Gower himself is said to have scarcely quitted the deck for the whole time.

The conduct of this gentleman on the occasion just mentioned, as well as his former services, were considered so highly meritorious that the Governor and Presidency of Fort St. George requested Sir Edward Hughes, the naval commander in chief, to convey to him their sincere thanks; and the Lords of the Admiralty themselves, as soon as they became acquainted with the different circumstances which attended the transaction, were equally forward in shewing similar marks of approbation with regard to Captain Gower himself, together with the officers and people whom he led to victory.

The prize, through the possession of which he had very justly acquired so much honour, got safe to Madras, where the captors were offered the sum of thirty-six thousand pounds for the hull and furniture, but Captain Gower fearing that the proposed purchasers intended, through the noxious medium of a neutral power, to resell the vessel immediately to the enemy, who at that time stood grievously in need of some reinforcement, most patriotically rejected the personally advantageous offer. It was then proposed to him, that he should permit the vessel to proceed to Bengal and bring back a cargo of rice; for this voyage 6000*l.* were offered, with a farther proposal, that as the French fleet was then in the neighbourhood, the sum which had been before offered for the purchase of the vessel, should be paid to the captors in case she was unfortunate enough to fall into the hands of the enemy, or meet with any other untoward accident.

All these offers also were peremptorily rejected on the instant they were made, through an apprehension of the same insidious kind of contrivance which Captain Gower was fearful of in the former instance. An account of these different offers, together with a description of the vessel herself, were immediately conveyed both by sea and land, for the purpose of more effectually securing their arrival, to Sir Edward Hughes. It was accompanied by a declaration of Captain Gower's opinion, that the vessel in question was in every respect properly adapted for his Majesty's service, and that in consequence of that idea, he would continue to decline any proposal whatever that might be made for the purchase of it till the pleasure of the commander in chief should be fully known. The ship continued for three months after this in the possession of the captors, when a squadron of French ships having stood into the Road of Madras, merely with a view of insulting that port, and fired a few shot at the different vessels which were anchored there, they themselves continuing under sail the whole time, the people on board the prize were so strongly apprehensive that the at-

tack of the enemy was principally intended against their vessel, which was the only one in the road that appeared worthy the attention of a foe, that they accordingly veered away the cable in the hope of preserving her by getting nearer to the shore.

The apprehension probably was groundless, but the measure taken for her preservation was certainly fatal. The ship unfortunately got into the surf and was totally lost. Thus did the brave captors, owing to their over zeal for the service, lose that valuable and well-earned pecuniary reward which their gallantry so justly merited. Previous to the loss of the *Vryheid*, the *Medea* had on the 5th of February very narrowly escaped being captured by the French fleet herself, when they were on their passage from the Ganjam to the southward; though nearly surrounded she was, however, fortunate enough to effect her escape. On the 16th of March she, for the third time, experienced a similar instance of good fortune off Pondicherry. Two French frigates, under cover of the night and a thick haze which then prevailed, got within hail of the *Medea* before they were discovered.

Early in the month of May following, owing to the great exertions which the French were then making, it became natural to expect that an action must inevitably take place between the two fleets, and as the British force consisted at that time of eighteen sail of the line, divided into three squadrons, under an Admiral and two Commodores, it was strongly recommended to Sir Edward Hughes that he should appoint an additional or first captain to his own ship, by way of lessening that fatigue of body and mind which he must of necessity undergo in case of an action, as having so extensive a command to attend to. This honourable station was accordingly offered, as is customary on such occasions, to several of the senior Captains; they declined it in the handsomest manner, and at the same time unanimously joined in recommending Captain Gower, as the fittest person to take upon him so important a trust and office.

The arrangement was made accordingly, but the appointment did not actually take place, owing to the extreme delicacy of the commander in chief, who, notwithstanding the arduous task which presented itself to him, hesitated to comply with his own wishes and inclination, as well as those of every person under his orders, because he did not actually command at the time that sufficient number of ships which, according to the rules of the service, would have rendered such a measure a mere matter of course.

From the 13th to the 21st of June, both fleets were manœuvred in sight of each other, in the mutual hope of being able to seize some moment and opportunity peculiarly favourable to attack; an action certainly appeared unavoidable, but the enemy, though they possessed the weather-gage, not thinking even that advantage sufficient to warrant their hazarding an action, appeared to decline a contest till some occasion additionally favourable should occur. Under these circumstances the engagement was deferred till the evening of the 21st. During the whole of the period in which the two fleets had been in sight of each other, the *Medea* had been uniformly employed during the night in watching the motions of *Monsieur de Suffrein*. The service was of the most important nature, and the risk proportionably great. The squadron of the enemy was extremely alert, and the *Medea* from her situation was, unavoidably, in hourly danger of being captured.

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The Earl of Macartney, who was then Governor of Fort St. George, having received intelligence that three large storeships belonging to the enemy, and *armée en flûte*, were then at Goudelour, or Cuddalore as the English term it, a French settlement distant about twenty-eight leagues from Madras, he immediately communicated this intelligence to Captain Gower, who put to sea the same evening, notwithstanding

his complement of officers and seamen was very much reduced in consequence of his having in great measure manned the Chaser. He had laid his plan with much care and precaution, hoping that he should be able to get up with the enemy before daylight, and make himself master at least of one of them before he should be heard of, or discovered. The whole of the plan, however, was unfortunately frustrated by the failure of the wind. The Medea, therefore, sheltered herself near the coast during the whole day, and the time was consumed in assiduously attempting to disguise and disfigure the vessel in such a manner that its real character and condition should not be discovered by the enemy. In this project also Captain Gower had the misfortune to be disappointed. The enemy received intelligence of every circumstance that occurred, but ignorant of this, and considering himself perfectly secure, he again made sail as soon as it became dark. The wind failed a second time, and the Medea was more than three miles distant from the road of Cuddalore at the dawn of the day.

Instead of finding three ships in the road, as the information promised, there remained but one, apparently a very large vessel, having her topsails loose, and with every other indication of being prepared to put to sea. She had a complete tier of lower-deck ports hauled up, and was at anchor with springs on her cables under the protection of the forts; the vessel had Dutch colours hoisted, and began to fire at the Medea the instant she arrived within gun-shot. The situation of the frigate was critical, the enterprise was extremely arduous, and nothing but the greatest and most prompt exertions could render success even probable.

To have attacked the enemy according to the previously proposed plan, by running on board her, and entering a sufficient number of men, appeared not only dangerous but impracticable, first, on account of the high state of preparation in which the ship of the enemy appeared, and secondly, from her extreme loftiness or elevation above the surface of the water. It was therefore resolved, as the

only method that could be adopted, desperate as it appeared, to run between the forts and the ship, receiving the joint fire of both at the same time. The shore was so bold and the object of attack lay so near to the batteries, that the shot from the latter went through both sides of the *Medea*; she reserved her fire till she got abreast of the enemy's ship, and dropped anchor close to her so as to preserve that situation: then for the first time did Captain Gower commence his cannonade, which was well directed, and kept up with so much animation, that in a very short time victory declared itself completely in his favour.

The enemy was instantly boarded, and the cables of both ships being immediately cut, they ran out into the offing, till they were so far distant from the forts as to be under no apprehensions whatever from their fire. Here they again came to anchor in order to arrange, and set matters to rights in the best manner circumstances would admit of. The prize proved to be the *Vryheid*, a Dutch East India ship, pierced for 64 guns, but having no more than 32 mounted. She had brought a cargo of ordnance stores to Cuddalore, and was to have quitted it on the very day she was captured, being bound for Trincomale in the Island of Ceylon. The lower masts and bowsprit which formerly belonged to a French ship of the line, that had been stranded and lost near Pondicherry, were secured alongside; the lower-deck guns and carriages were some of them on the lower deck of the prize, the remainder were in the hold, and those guns with their carriages, were fortunately as well fitted and adapted to the ports of the prize as though they had been purposely intended for her.

This circumstance would have rendered the *Vryheid* completely effective as a ship of the line the instant the guns were run out of the ports: it was even intended she should have joined the French fleet and been stationed as a vessel of that class, so that the loss of her must have been much felt by the enemy. The merit of the foregoing transaction, independent of the great inferiority of the *Medea's*

force in comparison with that of her antagonist, and the peculiar circumstances and disadvantages under which she was compelled to commence her attack, was considerably heightened by the disadvantage of a very short complement; the first lieutenant, together with thirty of the best seamen, having been dispatched to Bombay, as already related, in the *Chaser*.

The crew had experienced a scarcely less consequential diminution, owing to the master, the boatswain, the gunner, and many other persons belonging to the ship, being ashore at Madras when the intelligence was received: notwithstanding which Captain Gower resolved to put to sea without them, fearing that if he used not the utmost expedition, the enemy might receive intelligence of his intention at Cuddalore. What must be the anxiety of a commander in so trying a situation with so reduced a number of men? He had to navigate a ship which was three times the burden of that he commanded, in addition to his own; he had more than one hundred prisoners to guard, and was to effect his passage into Madras Road against the monsoon, with a French fleet to windward of him upon the same coast. The only officer that continued in the *Medea*, exclusive of Captain Gower himself, was the Lieutenant of Marines, so that these two gentlemen were obliged to take watch and watch during the whole passage, which continued five days, and Captain Gower himself is said to have scarcely quitted the deck for the whole time.

The conduct of this gentleman on the occasion just mentioned, as well as his former services, were considered so highly meritorious that the Governor and Presidency of Fort St. George requested Sir Edward Hughes, the naval commander in chief, to convey to him their sincere thanks; and the Lords of the Admiralty themselves, as soon as they became acquainted with the different circumstances which attended the transaction, were equally forward in shewing similar marks of approbation with regard to Captain Gower himself, together with the officers and people whom he led to victory,

The prize, through the possession of which he had very justly acquired so much honour, got safe to Madras, where the captors were offered the sum of thirty-six thousand pounds for the hull and furniture, but Captain Gower fearing that the proposed purchasers intended, through the noxious medium of a neutral power, to resell the vessel immediately to the enemy, who at that time stood grievously in need of some reinforcement, most patriotically rejected the personally advantageous offer. It was then proposed to him, that he should permit the vessel to proceed to Bengal and bring back a cargo of rice; for this voyage 6000*l.* were offered, with a farther proposal, that as the French fleet was then in the neighbourhood, the sum which had been before offered for the purchase of the vessel, should be paid to the captors in case she was unfortunate enough to fall into the hands of the enemy, or meet with any other untoward accident.

All these offers also were peremptorily rejected on the instant they were made, through an apprehension of the same insidious kind of contrivance which Captain Gower was fearful of in the former instance. An account of these different offers, together with a description of the vessel herself, were immediately conveyed both by sea and land, for the purpose of more effectually securing their arrival, to Sir Edward Hughes. It was accompanied by a declaration of Captain Gower's opinion, that the vessel in question was in every respect properly adapted for his Majesty's service, and that in consequence of that idea, he would continue to decline any proposal whatever that might be made for the purchase of it till the pleasure of the commander in chief should be fully known. The ship continued for three months after this in the possession of the captors, when a squadron of French ships having stood into the Road of Madras, merely with a view of insulting that port, and fired a few shot at the different vessels which were anchored there, they themselves continuing under sail the whole time, the people on board the prize were so strongly apprehensive that the at-

tack of the enemy was principally intended against their vessel, which was the only one in the road that appeared worthy the attention of a foe, that they accordingly veered away the cable in the hope of preserving her by getting nearer to the shore.

The apprehension probably was groundless, but the measure taken for her preservation was certainly fatal. The ship unfortunately got into the surf and was totally lost. Thus did the brave captors, owing to their over zeal for the service, lose that valuable and well-earned pecuniary reward which their gallantry so justly merited. Previous to the loss of the *Vryheid*, the *Medea* had on the 5th of February very narrowly escaped being captured by the French fleet herself, when they were on their passage from the Ganjam to the southward; though nearly surrounded she was, however, fortunate enough to effect her escape. On the 16th of March she, for the third time, experienced a similar instance of good fortune off Pondicherry. Two French frigates, under cover of the night and a thick haze which then prevailed, got within hail of the *Medea* before they were discovered.

Early in the month of May following, owing to the great exertions which the French were then making, it became natural to expect that an action must inevitably take place between the two fleets, and as the British force consisted at that time of eighteen sail of the line, divided into three squadrons, under an Admiral and two Commodores, it was strongly recommended to Sir Edward Hughes that he should appoint an additional or first captain to his own ship, by way of lessening that fatigue of body and mind which he must of necessity undergo in case of an action, as having so extensive a command to attend to. This honourable station was accordingly offered, as is customary on such occasions, to several of the senior Captains; they declined it in the handsomest manner, and at the same time unanimously joined in recommending Captain Gower, as the fittest person to take upon him so important a trust and office.

The arrangement was made accordingly, but the appointment did not actually take place, owing to the extreme delicacy of the commander in chief, who, notwithstanding the arduous task which presented itself to him, hesitated to comply with his own wishes and inclination, as well as those of every person under his orders, because he did not actually command at the time that sufficient number of ships which, according to the rules of the service, would have rendered such a measure a mere matter of course.

From the 13th to the 21st of June, both fleets were manœuvred in sight of each other, in the mutual hope of being able to seize some moment and opportunity peculiarly favourable to attack; an action certainly appeared unavoidable, but the enemy, though they possessed the weather-gage, not thinking even that advantage sufficient to warrant their hazarding an action, appeared to decline a contest till some occasion additionally favourable should occur. Under these circumstances the engagement was deferred till the evening of the 21st. During the whole of the period in which the two fleets had been in sight of each other, the *Medea* had been uniformly employed during the night in watching the motions of *Monsieur de Suffrein*. The service was of the most important nature, and the risk proportionably great. The squadron of the enemy was extremely alert, and the *Medea* from her situation was, unavoidably, in hourly danger of being captured.

The unfortunate action which followed the exertions just mentioned, was productive of what the enemy had never, before that time, been fortunate enough to acquire in any part of the world—an advantage over the British fleet with a force evidently inferior. This unprecedented event was occasioned not only by the bad condition of several ships which composed the British fleet, but also by the dreadful sickness and mortality which then prevailed among the crews. The disgrace at least, for the enemy reaped no advantage whatever but the honour of having obliged the British to decline all farther contest, might have been hap-

pily prevented had the intelligence that the articles of peace were signed, arrived from England within the time generally required to convey it from thence. But though private accounts and newspapers, which had reached India overland before the action took place, all agreed in asserting the same event, yet the official account that tranquillity was re-established between the contending nations, did not reach Madras till the 31st of August following.

This interesting intelligence was brought by his Majesty's ship *Crocodile*, and pending her arrival no inconsiderable share of address and management had been necessary to induce M. de Bussy, who then held the supreme command of the French naval force in that country, to consent to a truce before the pleasing intelligence was officially confirmed. His hesitation and demur was the natural consequence of the late advantage which his countrymen had obtained by sea, and the successes which had, for a short time preceding, attended their land operations also in the same quarter. So that good fortune naturally gave birth to the most imperious assumption which haughty pride could dictate.

The probability of peace being, however, established, the *Medea* was ordered to be dismantled early in the month of July, and being converted into a flag of truce, was ordered to convey a part of the Council of Fort St. George up to Cuddalore, for the purpose of treating with General de Bussy as to the farther terms of pacification, Captain Gower being commissioned by Sir Edward Hughes to act in the same capacity, with regard to the naval department, between himself and Monsieur de Suffrein. A common newspaper, which had reached India from Europe, was the most authentic document which Captain Gower possessed in proof of the treaty of peace being concluded in Europe; but he contrived with the best address to carry his point and prevent any recommencement of hostilities. This delicate and interesting business being concluded, he was next employed in negotiating the exchange of prisoners, a species of

strength amounted only to two sloops of war, with their crews, to whom were added Mr. Gower and his fellow-sufferers, who had served on board the Swift.

Almost immediately after the violent measure just mentioned had been taken, the Favourite sloop was dispatched home to England with the interesting intelligence, and Mr. Gower, together with the crew of the Swift, took their passage on board her; it was extremely prosperous and speedy, that vessel having arrived at the Motherbank on the 22d of September, after a voyage of seventy days. Mr. Gower continued unemployed after his arrival till the appointment of Sir George Rodney to the Jamaica command, which took place in the year ensuing.

An instance of the ill luck, with respect to promotion, which attended Mr. Gower on this occasion, is of too singular a nature to be passed over unnoticed. He was appointed second lieutenant of the Princess Amelia, which was the ship of the commander in chief, so that he consequently might be considered in the direct and certain channel for advancement. At the time Sir George first hoisted his flag, the late Sir Robert Harland was on the point of proceeding to the East Indies as commander in chief of a squadron ordered thither to watch the motions of the French. The present Sir John Colpoys, Vice-Admiral of the Red Squadron, was at that time third lieutenant of the Northumberland, and being ordered out with a party to press men for the purpose of manning the squadron, an affray took place, in consequence of which a man unfortunately lost his life.

It then becoming necessary, *pro formâ*, that the conduct of Lieutenant Colpoys should be legally investigated, he was obliged to remain in England for that purpose, and a proposal was made to Mr. Gower, that he should exchange situations, as the trial would be over in sufficient time to permit Mr. Colpoys to proceed with Sir George Rodney, who was not quite ready for sea, to the West Indies, while on the other hand, the detention would prevent his accom-

panying Sir Robert to the East. The chance of promotion which Mr. Gower possessed in his own station, being ostensibly so much superior to that which was offered him, he naturally rejected the proposal, and Mr. Colpoys, soon as the trial was over, followed his Admiral, having taken his passage on board an Indiaman. The event, however, proved directly contrary to human foresight, one vacancy only happened on the West India station during the whole time of Mr. Gower's absence. He consequently experienced no farther advancement than from the station of second to that of first lieutenant, while Mr. Colpoys had the good fortune in the same interval of time to be advanced to the rank of Post Captain, by commission bearing date August 25, 1773, appointing him to the Admiral's ship the Northumberland.

Mr. Gower of course returned to England a lieutenant, and not having obtained promotion, was obliged to remain inactive on half-pay till the month of March 1775. He was then appointed first lieutenant of the *Levant* frigate, commanded by Captain George Murray, uncle to the present Duke of Athol. He sailed on the 4th of June following, and continued during the space of nearly four years on the Mediterranean station, under the progressive commands of Vice-Admiral Man and Rear-Admiral Duff. The *Levant* was, after the commencement of the American war, extremely successful, having captured so considerable a number of prizes, that few vessels, perhaps, have ever quitted a station with more *eclat* respecting herself, and more regret from the officers and other persons concerned, who derived advantage from her good fortune, and the activity of her people.

The *Levant* having been ordered to England in 1779, was sent immediately after her arrival, with many other inferior ships and vessels, under the command of Captain Murray, over to Helvoetsluys. The object of this errand was to escort from thence the packet on board which the present Dutchess of Devonshire, with many other personages

of high rank, had embarked, and whose passage was rendered somewhat precarious, on account of the many ships belonging to the enemy which then swarmed in the North Sea. The *Levant*, however, was prevented from executing this service by a contrary wind.

Sir George Rodney, the former friend and patron of Mr. Gower, received about this time his well-known appointment to the chief command on the West India station, and immediately chose Mr. Gower to be his first lieutenant on board the *Sandwich*. The fleet, with a considerable number of merchant vessels under its protection, sailed the latter end of December, and on the 8th of January had the good fortune to fall in with a Spanish convoy belonging to the Royal Company of Caraccas, bound from St. Sebastian's to Cadiz. Of twenty-seven sail which composed this fleet, twenty-six were captured, seven of which were armed, and completely fitted according to their different rates, as ships and vessels of war. The Commodore's ship, called the *Guipuscoana*, mounted 64 guns, and being deemed in every respect fit for service, was immediately commissioned by Sir George as a British ship of the line, and called the *Prince William*, Mr. Gower being appointed her Captain.

This commission being confirmed without hesitation by the Admiralty, Mr. Gower, as some recompence for those manifold disappointments he had before experienced, escaped passing through the intermediate rank of commander of a sloop of war, a circumstance very unusual in the service.

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On the 16th of the same month (January) the *Medea* was again chased by a French cruiser, but as the vessel did not appear larger than a frigate, Captain Gower ordered the ship to be put about, and stood for her. He brought the enemy to action in the evening, and after a contest of eighteen minutes, had the pleasure of seeing his antagonist surrender. The prize proved to be the *Chaser*, a ship of war, mounting 20 guns, six pounders, charged with dispatches from the Isle of France for the French commander in chief. The *Medea* immediately proceeded to Madras, and dispatched the *Chaser* from thence to Bombay, where the British fleet still continued. with an account that a French armament was on the Coromandel coast on the 23d of January.

The Earl of Macartney, who was then Governor of Fort St. George, having received intelligence that three large storeships belonging to the enemy, and *armée en flûte*, were then at Goudelour, or Cuddalore as the English term it, a French settlement distant about twenty-eight leagues from Madras, he immediately communicated this intelligence to Captain Gower, who put to sea the same evening, notwithstanding

his complement of officers and seamen was very much reduced in consequence of his having in great measure manned the Chaser. He had laid his plan with much care and precaution, hoping that he should be able to get up with the enemy before daylight, and make himself master at least of one of them before he should be heard of, or discovered. The whole of the plan, however, was unfortunately frustrated by the failure of the wind. The Medea, therefore, sheltered herself near the coast during the whole day, and the time was consumed in assiduously attempting to disguise and disfigure the vessel in such a manner that its real character and condition should not be discovered by the enemy. In this project also Captain Gower had the misfortune to be disappointed. The enemy received intelligence of every circumstance that occurred, but ignorant of this, and considering himself perfectly secure, he again made sail as soon as it became dark. The wind failed a second time, and the Medea was more than three miles distant from the road of Cuddalore at the dawn of the day.

Instead of finding three ships in the road, as the information promised, there remained but one, apparently a very large vessel, having her topsails loose, and with every other indication of being prepared to put to sea. She had a complete tier of lower-deck ports hauled up, and was at anchor with springs on her cables under the protection of the forts; the vessel had Dutch colours hoisted, and began to fire at the Medea the instant she arrived within gun-shot. The situation of the frigate was critical, the enterprise was extremely arduous, and nothing but the greatest and most prompt exertions could render success even probable.

To have attacked the enemy according to the previously proposed plan, by running on board her, and entering a sufficient number of men, appeared not only dangerous but impracticable, first, on account of the high state of preparation in which the ship of the enemy appeared, and secondly, from her extreme loftiness or elevation above the surface of the water. It was therefore resolved, as the

only method that could be adopted, desperate as it appeared, to run between the forts and the ship, receiving the joint fire of both at the same time. The shore was so bold and the object of attack lay so near to the batteries, that the shot from the latter went through both sides of the *Medea*; she reserved her fire till she got abreast of the enemy's ship, and dropped anchor close to her so as to preserve that situation: then for the first time did Captain Gower commence his cannonade, which was well directed, and kept up with so much animation, that in a very short time victory declared itself completely in his favour.

The enemy was instantly boarded, and the cables of both ships being immediately cut, they ran out into the offing, till they were so far distant from the forts as to be under no apprehensions whatever from their fire. Here they again came to anchor in order to arrange, and set matters to rights in the best manner circumstances would admit of. The prize proved to be the *Vryheid*, a Dutch East India ship, pierced for 64 guns, but having no more than 32 mounted. She had brought a cargo of ordnance stores to Cuddalore, and was to have quitted it on the very day she was captured, being bound for Trincomale in the Island of Ceylon. The lower masts and bowsprit which formerly belonged to a French ship of the line, that had been stranded and lost near Pondicherry, were secured alongside; the lower-deck guns and carriages were some of them on the lower deck of the prize, the remainder were in the hold, and those guns with their carriages, were fortunately as well fitted and adapted to the ports of the prize as though they had been purposely intended for her.

This circumstance would have rendered the *Vryheid* completely effective as a ship of the line the instant the guns were run out of the ports: it was even intended she should have joined the French fleet and been stationed as a vessel of that class, so that the loss of her must have been much felt by the enemy. The merit of the foregoing transaction, independent of the great inferiority of the *Medea*'s

force in comparison with that of her antagonist, and the peculiar circumstances and disadvantages under which she was compelled to commence her attack, was considerably heightened by the disadvantage of a very short complement; the first lieutenant, together with thirty of the best seamen, having been dispatched to Bombay, as already related, in the *Chaser*.

The crew had experienced a scarcely less consequential diminution, owing to the master, the boatswain, the gunner, and many other persons belonging to the ship, being ashore at Madras when the intelligence was received: notwithstanding which Captain Gower resolved to put to sea without them, fearing that if he used not the utmost expedition, the enemy might receive intelligence of his intention at Cuddalore. What must be the anxiety of a commander in so trying a situation with so reduced a number of men? He had to navigate a ship which was three times the burden of that he commanded, in addition to his own; he had more than one hundred prisoners to guard, and was to effect his passage into Madras Road against the monsoon, with a French fleet to windward of him upon the same coast. The only officer that continued in the *Medea*, exclusive of Captain Gower himself, was the Lieutenant of Marines, so that these two gentlemen were obliged to take watch and watch during the whole passage, which continued five days, and Captain Gower himself is said to have scarcely quitted the deck for the whole time.

The conduct of this gentleman on the occasion just mentioned, as well as his former services, were considered so highly meritorious that the Governor and Presidency of Fort St. George requested Sir Edward Hughes, the naval commander in chief, to convey to him their sincere thanks; and the Lords of the Admiralty themselves, as soon as they became acquainted with the different circumstances which attended the transaction, were equally forward in shewing similar marks of approbation with regard to Captain Gower himself, together with the officers and people whom he led to victory.

The prize, through the possession of which he had very justly acquired so much honour, got safe to Madras, where the captors were offered the sum of thirty-six thousand pounds for the hull and furniture, but Captain Gower fearing that the proposed purchasers intended, through the noxious medium of a neutral power, to resell the vessel immediately to the enemy, who at that time stood grievously in need of some reinforcement, most patriotically rejected the personally advantageous offer. It was then proposed to him, that he should permit the vessel to proceed to Bengal and bring back a cargo of rice; for this voyage 6000*l.* were offered, with a farther proposal, that as the French fleet was then in the neighbourhood, the sum which had been before offered for the purchase of the vessel, should be paid to the captors in case she was unfortunate enough to fall into the hands of the enemy, or meet with any other untoward accident.

All these offers also were peremptorily rejected on the instant they were made, through an apprehension of the same insidious kind of contrivance which Captain Gower was fearful of in the former instance. An account of these different offers, together with a description of the vessel herself, were immediately conveyed both by sea and land, for the purpose of more effectually securing their arrival, to Sir Edward Hughes. It was accompanied by a declaration of Captain Gower's opinion, that the vessel in question was in every respect properly adapted for his Majesty's service, and that in consequence of that idea, he would continue to decline any proposal whatever that might be made for the purchase of it till the pleasure of the commander in chief should be fully known. The ship continued for three months after this in the possession of the captors, when a squadron of French ships having stood into the Road of Madras, merely with a view of insulting that port, and fired a few shot at the different vessels which were anchored there, they themselves continuing under sail the whole time, the people on board the prize were so strongly apprehensive that the at-

tack of the enemy was principally intended against their vessel, which was the only one in the road that appeared worthy the attention of a foe, that they accordingly veered away the cable in the hope of preserving her by getting nearer to the shore.

The apprehension probably was groundless, but the measure taken for her preservation was certainly fatal. The ship unfortunately got into the surf and was totally lost. Thus did the brave captors, owing to their over zeal for the service, lose that valuable and well-earned pecuniary reward which their gallantry so justly merited. Previous to the loss of the *Vryheid*, the *Medea* had on the 5th of February very narrowly escaped being captured by the French fleet herself, when they were on their passage from the Ganjam to the southward; though nearly surrounded she was, however, fortunate enough to effect her escape. On the 16th of March she, for the third time, experienced a similar instance of good fortune off Pondicherry. Two French frigates, under cover of the night and a thick haze which then prevailed, got within hail of the *Medea* before they were discovered.

Early in the month of May following, owing to the great exertions which the French were then making, it became natural to expect that an action must inevitably take place between the two fleets, and as the British force consisted at that time of eighteen sail of the line, divided into three squadrons, under an Admiral and two Commodores, it was strongly recommended to Sir Edward Hughes that he should appoint an additional or first captain to his own ship, by way of lessening that fatigue of body and mind which he must of necessity undergo in case of an action, as having so extensive a command to attend to. This honourable station was accordingly offered, as is customary on such occasions, to several of the senior Captains; they declined it in the handsomest manner, and at the same time unanimously joined in recommending Captain Gower, as the fittest person to take upon him so important a trust and office.

The arrangement was made accordingly, but the appointment did not actually take place, owing to the extreme delicacy of the commander in chief, who, notwithstanding the arduous task which presented itself to him, hesitated to comply with his own wishes and inclination, as well as those of every person under his orders, because he did not actually command at the time that sufficient number of ships which, according to the rules of the service, would have rendered such a measure a mere matter of course.

From the 13th to the 21st of June, both fleets were manœuvred in sight of each other, in the mutual hope of being able to seize some moment and opportunity peculiarly favourable to attack; an action certainly appeared unavoidable, but the enemy, though they possessed the weather-gage, not thinking even that advantage sufficient to warrant their hazarding an action, appeared to decline a contest till some occasion additionally favourable should occur. Under these circumstances the engagement was deferred till the evening of the 21st. During the whole of the period in which the two fleets had been in sight of each other, the *Medea* had been uniformly employed during the night in watching the motions of *Monsieur de Suffrein*. The service was of the most important nature, and the risk proportionably great. The squadron of the enemy was extremely alert, and the *Medea* from her situation was, unavoidably, in hourly danger of being captured.

The unfortunate action which followed the exertions just mentioned, was productive of what the enemy had never, before that time, been fortunate enough to acquire in any part of the world—an advantage over the British fleet with a force evidently inferior. This unprecedented event was occasioned not only by the bad condition of several ships which composed the British fleet, but also by the dreadful sickness and mortality which then prevailed among the crews. The disgrace at least, for the enemy reaped no advantage whatever but the honour of having obliged the British to decline all farther contest, might have been hap-

pily prevented had the intelligence that the articles of peace were signed, arrived from England within the time generally required to convey it from thence. But though private accounts and newspapers, which had reached India overland before the action took place, all agreed in asserting the same event, yet the official account that tranquillity was re-established between the contending nations, did not reach Madras till the 31st of August following.

This interesting intelligence was brought by his Majesty's ship *Crocodile*, and pending her arrival no inconsiderable share of address and management had been necessary to induce M. de Bussy, who then held the supreme command of the French naval force in that country, to consent to a truce before the pleasing intelligence was officially confirmed. His hesitation and demur was the natural consequence of the late advantage which his countrymen had obtained by sea, and the successes which had, for a short time preceding, attended their land operations also in the same quarter. So that good fortune naturally gave birth to the most imperious assumption which haughty pride could dictate.

The probability of peace being, however, established, the *Medea* was ordered to be dismantled early in the month of July, and being converted into a flag of truce, was ordered to convey a part of the Council of Fort St. George up to Cuddalore, for the purpose of treating with General de Bussy as to the farther terms of pacification, Captain Gower being commissioned by Sir Edward Hughes to act in the same capacity, with regard to the naval department, between himself and Monsieur de Suffrein. A common newspaper, which had reached India from Europe, was the most authentic document which Captain Gower possessed in proof of the treaty of peace being concluded in Europe; but he contrived with the best address to carry his point and prevent any recommencement of hostilities. This delicate and interesting business being concluded, he was next employed in negotiating the exchange of prisoners, a species of

diplomatic occupation in which he was equally as successful as he had been in the former instance.

On the 8th of September he sailed from India in the *Medea*, being chosen by the commander in chief to be the bearer of his duplicate dispatches for the Admiralty Board, together with his letters for the Secretary of State; the originals had been sent away three weeks before, but the *Medea* having arrived at the Cape on the 25th day of October she there overtook them. No material or interesting occurrence took place with regard to Captain Gower, who continued his voyage to England, till the 17th of December, when the *Medea* being off the Western Islands, had the misfortune to encounter a most dreadful gale of wind, in which she not only lost her main and mizen-masts, but was in other respects so materially injured, as to be in the most perilous state. An event took place on this occasion which is far too interesting, too instructive to mankind, in respect to that providential care which so frequently snatches them from the very jaws of death, and preserves them safe and unhurt in the midst of a myriad of surrounding perils, to be omitted in this place.

At the time the masts went overboard there were thirty-six of the crew employed aloft, every man of whom were, as a natural consequence, instantly precipitated into the sea, but were all of them taken up without having sustained the smallest injury, one person only excepted. The ship being refitted as well as circumstances would permit, as soon as the gale had in some degree moderated, she proceeded on her course to England, and had the good fortune to arrive at Spithead without having met with any other sinister accident, on the 7th of January 1784. Notwithstanding the delay occasioned by the misfortune just related, which had so nearly proved fatal to Captain Gower and all his crew, he had the satisfaction to find that he preceded the original dispatches, which did not reach England till three weeks after his arrival. In 1785 Captain Gower had the honour

of being nominated by the late Earl Howe, at that time first Lord Commissioner of the Admiralty, to go to India with a broad pendant as senior officer of a squadron consisting of five ships of the line, but with only those emoluments attached to a Commodore who has not a Captain under him on board his own ship.

Captain Gower was kept for a considerable time in a state of suspense, no equipment of the ships in question taking place. At length, Commodore Elliot being in 1786 appointed governor and commander in chief on the Newfoundland station, the solicitation made by the latter that Captain Gower would accompany him thither as his Captain, put an end to the embarrassment. The Admiralty Board being immediately informed of the proposal consented to his accompanying his friend thither, and were more particularly induced to comply with the request, the service being considered so nearly allied to the home station as to afford an opportunity to the Board of recalling, and sending him into any other quarter, provided it should be deemed expedient and necessary at a notice extremely short.

An appearance, however, of some commotion or disturbance in the East Indies, rendered it expedient to send out an officer of higher rank in the service than that which Captain Gower then held, so that he continued in his station, and continued to serve under Mr. Elliot, who was afterwards promoted to a flag, long as he himself retained his appointment, which he did till the month of November 1788; when the *Salisbury*, 'which was the Admiral's ship, was paid off.' During the time he was thus engaged, the idea of sending out an ambassador to China had suggested itself to the British Government. It was after some debate and deliberation positively determined on. Colonel Cathcart was the person at that time fixed upon to fill this diplomatic character, and he having held various conversations with Captain Gower on the subject, conceived, from his manner of expressing himself, that the command of the ship intended

to be employed on that occasion, would be an appointment by no means disagreeable to him.

The business had proceeded so far that the *Vestal* frigate was ordered to be equipped for the service, and Captain Gower was not only nominated to the command, but a gentleman for whose nomination to the station of lieutenant under him he had intended to solicit, received that commission. Affairs being in this situation it was resolved to send out a vessel to Newfoundland, where Captain Gower then was, in order that he might return to England, and enter upon the duties of his function.

Farther consideration caused, however, as much of the plan as related to Captain Gower to be abandoned. Such expedition was used in fitting the ship, that it was found she would be ready for sea long before he could return to England, and as it was conceived that nothing would contribute to the success of the plan so much as the prompt execution of it, lest other nations taking the alarm should use means to frustrate the intention, the ambassador was induced, for the purpose of saving time, to consent to the appointment of another gentleman as Captain. It would certainly have been immaterial to relate this circumstance, had not the singularity of his commission in the same line of service five years afterwards, sanctioned the recital. Lord Macartney being then nominated ambassador to China, Capt. Gower took upon him the command of the *Lion*, of 64 guns, which ship was ordered to be equipped for the purpose of conveying his Lordship to the scene of negotiation.

Previous to his departure he was honoured by his Majesty with knighthood, as well, perhaps, in testimony of the sense which was entertained of those services which the object of the honour had rendered to his country, as to stamp a consequence on the embassy itself. The *Lion* sailed in the month of October following, and proceeded to the Yellow Sea, distant from the city of Peking, where the Emperor of China frequently resides, about one hundred and twenty

miles. On their outward voyage they called at Madeira, and the remarks made by this gentleman relative to their passage thither, with other particulars, are too interesting and curious to be omitted.

All ships bound from Europe for the Island of Madeira will discover that their way is influenced by a current, or set from the Western Ocean into the Bay, formed between Ushant and Cape Finisterre, and into the Mediterranean; and as well as the observations made by Captain Gower, in five visits to Madeira, could enable him to ascertain, that current should be estimated as setting south-east about eleven miles in fifty leagues.

All ships bound for the Island of Madeira should endeavour to make or steer for Porto-Santo, and then proceed for the Brazen Head, or eastern point of the Road of Funchal, the capital of the island, by going between it and the Desertas, off the northernmost of which is a high rock that is frequently mistaken for a sail. The passage is about nine miles wide but without soundings, except in very deep water close to Madeira. The latitude of the Road is thirty-two degrees, thirty-seven minutes, thirty seconds North, and the longitude, ascertained by several eclipses of the satellites of Jupiter, and an eclipse of the sun on the 4th of June 1788, is seventeen degrees, thirty-five minutes West of Greenwich. The compass has eighteen degrees thirty-five minutes variation to the westward of the Pole. The tide flows, at the full and change of the moon, north-north west, and south-south-east; spring tides rise perpendicularly seven feet. The flood sets to the eastward. The regulations of the port require all ships, before, or immediately on anchoring, to send to acquaint the Governor of the Island with an account of what they are, and their reasons for stopping there. Men of war are not to send their boats to vessels coming into the Road, until they are visited by the pratique-boat, or boat whose business it is to inquire, lest any infectious disorder should be on board. The same is to be observed respecting vessels that are departing, which are not to be boarded after the visiting officer has been to search for natives leaving the Island clandestinely, and for prohibited goods. English men of war salute with thirteen guns, after receiving an assurance of the return of an equal number.

Ships' boats may land on the beach during the summer months; but when there is no landing of goods to make it necessary, it is better to be avoided at all seasons, both for the safety of the boats, which are driven by a violent surge upon a shingly shore, and for preventing the common men from having the opportunity of frequenting the

disorderly houses in the neighbourhood of the beach, and drinking the pernicious spirituous liquors vended thereabouts. The landing near the Loo Rock, being defended from the surge, is very safe and easy; and though there are cottages near to it, the boats' people may be easily kept from them. Caution is necessary, likewise, against the boats coming on board, under pretence of selling fish, fowls, and vegetables, for their chief object is the sale of the worst spirituous liquors, and often concealed goods. Fresh beef, water, and vegetables, are to be procured here for the ship's company, and are sent on board in boats belonging to the place. The British Government allows the contractor five shillings a ton for water, and sixpence a pound for beef, for the use of the crews of his Majesty's ships of war. The contract wine is of a weak quality, and will not keep; and the price is 16l. for a ton, containing one hundred and twenty gallons. A fleet of twenty sail of men of war may be amply supplied with refreshments here, if their stay should not exceed ten days.

The Road is open from the west to the south-south-east. The winds blow strongest here from south-west to south-east. Ships obliged to anchor in the winter in Funchal Road, should be very attentive to the dark gloomy appearance of the weather to the southward, with a swell setting in; for it is very dangerous remaining at anchor with these prognostics.

The Lion proceeded afterwards to Teneriffe, St. Jago, one of the Cape de Verde islands, Rio Janeiro, the Capital of Brazil, the Tristan d'Acunha Islands, hardly ever touched at, and but little known by Europeans; the extraordinary island of Amsterdam; the Straits of Sunda, Banca, Formosa; the eastern extremity of Asia; and lastly, the Yellow Sea. None of the navigation from Chusan to the extreme point of the voyage had ever been traversed before by Europeans, and as these enterprising men received no assistance whatever from the Chinese, who were extremely astonished at the attempt, the particulars of this tedious passage cannot fail to prove extremely interesting.

The Yellow Sea is bounded by China, Tartary, and the peninsula of Corea. It takes its name from the prodigious quantities of yellowish mud which is brought into it by the *Whang-Ho*, or Yellow River of China. Beyond the Chusan Islands, the whole of this sea, for about ten degrees of latitude and six of longitude, was before this

expedition utterly unknown to Europeans; and it may be considered as no trifling advantage gained by the Embassy, that it afforded an opportunity of exploring, without giving offence or exciting suspicion, even under the guidance of those who were constantly employed in its navigation, a tract of so considerable extent.

At Chusan, the mandarin had compelled two native pilots to undertake the care of the *Lion* and *Hindustan*. Though forced into this service, they appeared, when on board the ships, extremely ready to perform as well as they were able.

On the 9th of July 1793, the squadron under Sir Erasmus Gower entered this sea. The weather was dark and cloudy. A thick fog covered the horizon. A heavy swell came from the east-south east. The departure, or point whence the progress of the squadron is to be computed, is the isle called Patch-Cock, lying in twenty-nine degrees fifty-two minutes north latitude, and one hundred and twenty degrees fifty-two minutes east longitude. The ships when sailing in six fathoms water, drew up the mud in such quantities, that each left in her wake a streak of yellowish brown for near half a mile. A circumstance which, to persons not apprized of it, would be apt to create alarm, lest it should denote a sudden shoaling of water.

Wednesday the 10th of July. Thick hazy weather, and a constant heavy swell from the eastward. In the morning two islands were perceived, which the pilots called *Tchin-San* and *Shoo-Tong-Yang*, bearing north-west by west, distant eight or nine leagues. Soundings from thirty-two to thirty-seven fathoms; bottom fine sand.

Thursday the 11th of July. Light airs and calms during the first part of the day. In the evening a breeze sprung up from the southward. At five in the morning two new islands, small and rocky, were discovered to the westward, seven or eight leagues distant. The pilot called those islands *Pa-T'cha-San* and *Te-Tchong*.

On Friday the 12th of July, the pilots observed that the squadron was then opposite the Chinese province of *Kiang-Nan*; and that in the neighbourhood were large shoals, the approach to which was announced by the bottom being sandy. In the morning the fog became so thick that it was scarcely possible to see from one end of the *Lion* to the other. It may be difficult to explain why a shallow sea generally has the atmosphere over it foggy; but the fact has been observed likewise upon the banks of Newfoundland, and other places covered with little water. Another circumstance took place almost as difficult, perhaps, to be accounted for. In the shallowest parts, but where no land was visible above water, swarms of the dragon fly suddenly appeared about the ships, which, in deeper water, quickly disappeared.

Efforts were made to keep the ships together during the fog, by firing guns in the way of fog-signals; notwithstanding which, the Hindostan was separated this day from the rest of the squadron. Shortly afterward she perceived three large Chinese vessels, which by choice or accident had deviated from the usual system among them of sailing near the coast. The soundings hereabouts were found by all the squadron to vary so frequently and suddenly, that, notwithstanding the presence of the pilots, it was thought expedient to proceed with uncommon caution, and even sometimes to lie to. The soundings throughout this sea never exceeded forty-two fathoms; in the deepest water the bottom was usually muddy, and was generally sound where the water shoaled. The pilots observed that the thickest fogs accompanied the south-east winds, which generally lasted four or five days at a time.

On Saturday the wind and fog continued as before. In the morning the fog being for a time dispelled, several land birds appeared, and sea-weed and bamboos were seen floating upon the water; together with other indications of being near land.

The Endeavour, which had called at Chusan, brought from thence such a pilot as was first offered to the squadron. He conducted her close to the shore with little danger to the Endeavour, as she drew but a few feet water. She passed near the island of Taung-Ming, opposite the river Kiang. This island, unlike those of Chusan, is very low, and to all appearance, formed of earth which is brought down by the current of the river, between the mouth of which and the island, the water is extremely shallow. The land seemed to be gaining upon the water very fast; and it is not unworthy of notice, that in the map preserved in the Ducal Palace of Venice, supposed to be taken, so far as relates to China, in great measure, from the draught made by the celebrated traveller of that city in the thirteenth century, Marco Polo, no traces are found of the Island Taung-Ming, though those of Chusan, not much to the southward of it, are distinctly marked; whether it was at that period so small as not to be thought worthy of notice, or so low as to remain unobserved, is uncertain.

The Lion kept to the eastward of the track of the Hindostan, and nearer, though not in sight, of the western coast of the peninsula of Corea, which stretches from Tartary in a southern direction. The peninsula of Shan-Tung extends from the main continent of China so far to the eastward, as to reduce the breadth of the Yellow Sea to about forty leagues or thereabouts, between the eastern extremity of Shan-Tung and the opposite part of the peninsula of Corea.

Both divisions of the squadron had on the 15th a wind from the southward, attended, during part of the day, with a fog. While it

was clear the Hindostan perceived a small cone-shaped island, called by the pilot Ka-Té-Noo; and on the next day came in sight of the rugged land of Shan-Tung promontory, as well as of a small island to the southward of it. At this place a slight current was observed to set to the northward. The longitude here was 122 degrees, forty minutes east. The latitude was thirty-five degrees ten minutes north. From hence the Lion steered north-west by compass, until she got into the latitude of thirty-six degrees twenty minutes north. The water then began to shoal rapidly from forty to sixteen, fourteen, and twelve fathoms, there being a difference of two fathoms every quarter of an hour; the bottom sandy. Such a sudden shoaling of the water naturally occasioned apprehension. It was, however, calmed, more by the reports of the brigs which were kept going a-head, and constantly heaving the lead, than by the assertions of the pilots, whose ignorance of the English language made them sometimes to be considered as unacquainted with their business.

On the 16th, the island which the Hindostan observed to the north-east, appeared at the same time from the Lion being to the eastward, to the north-west. The ships and brigs all joined on Wednesday the 17th. They perceived on that day two headlands, or capes, which, together with the island above mentioned, are likely to be the first lands made by ships navigating directly from the southward toward the gulf of Pekin; it was thought desirable, therefore, by Sir Erasmus Gower, to ascertain their situation with exactness, and to give each a name. These three points of land, with their latitudes and longitudes, are as follow:

North latitude of	{	Cape Macartney, 36° 54'	{	122° 12'	} By observation of sun & moon.
				122 20	
		Cape Gower, 36 57		122 15	
				122 23	
		Stamton's Island, 36 47		122 9	
				122 17	
					By time-piece.
					By sun and moon.
					By time-piece.
					By sun and moon.
					By time-piece.

Cape Macartney, when bearing from north-north-east to north-west, has a remarkable appearance of six pointed peaks. Within this Cape is an inlet, in which several small vessels were descried at anchor. Near Cape Gower is a reef of rocks running out from a neck of land. The ground being foul, it was deemed prudent not to approach too near; but a snug harbour appeared to be within the low point, the entrance to which was between Cape Gower and the reef already mentioned. A great number of vessels were perceived within the harbour, behind which was seen a town of considerable extent.

Thursday the 18th of July. The wind was for the most part easterly, and the weather foggy. In the course of the afternoon, the squadron passed another harbour, which was spacious, and contained several

large junks. At this time the northernmost extremity of Shan-Tung promontory bore north by west about eight leagues. When seen from this situation, the highest and most projecting point of land appears in the form of an oblate cone, with its vertex elongated, as if on the summit were erected a spire or pagoda, and it was familiarly compared to a mandarin's bonnet. Between Cape Macartney and the above point the coast in general is bold; the mountains appearing to extend far into the country. They were interspersed with beautiful vallies along the shore, highly cultivated, with inlets fit for the reception and security of flat-bottomed vessels, such as those of the Chinese.

Friday the 19th of July. The wind from east-south-east to north; the weather hazy. The squadron now considering itself as sufficiently clear of the Shan-Tung peninsula, and having rounded the extreme eastern land of China, steered west by north. At midnight there was so thick a fog that it was thought advisable to lie to; when in the course of the following morning it cleared up, the ships and brigs found themselves close upon a small rocky island, bearing south-east, half east, two miles, and from a point upon the continent within it, south-east, half east, five miles. Here is an appearance of a convenient harbour, at least for vessels not drawing much water. Soundings, three miles from the shore, sixteen and eighteen fathoms; bottom soft mud.

The weather being now perfectly clear the squadron made sail and stood to the westward, in a course parallel to the coast, at the distance of five or six miles. From the small island last mentioned, the westernmost visible point of land is a remarkable cone-shaped hill, which terminates a range of broken mountains, distant from the island about eight leagues west by south. Part of this coast is rocky and barren, but in general it is level cultivated ground, terminating in a sandy beach. As soon as the last conical point was doubled by the squadron, a second came in sight, having near it a small hill with a knob upon its top. Between these two points, a course was steered nearly due west, within two or three miles of the shore, in seven or eight fathoms water. Vast crowds of people were here assembled on the rising grounds to see the European vessels pass. Beyond the last point, the squadron got into a deep bay, which the pilots were understood to say was the harbour they had mentioned before they left Chusan, as fit to receive the squadron; but it was soon discovered by means of the people whom curiosity had attracted from the shore, that this was the Bay of Ki-San-Seu; and that the harbour of Mi-A-tan was in an island distant five leagues farther to the westward, and differing in latitude a few miles only to the northward.

The Bay of Ki-San-Seu is spacious, and well sheltered from every wind, except from east-north-east to east-south-east, being the direction of the entrance into the Bay. It is shut in to the northward by a group of ten or twelve small islands, and a number of large rocks; and is inclosed by the continent on the western and southern sides. This Bay extends from east to west at least ten miles, and nearly as much from north to south. Within it are two harbours; one behind a high bluff point, called Zeu-A-Tau, which has four fathoms depth of water, and had in it a great number of Chinese vessels; the other behind a small projecting tongue of land on the south-east side of the Bay, in the mouth of a river called Ya-Ma-Tao. The number of junks perceived in almost every bay along this coast, indicates a considerable interchange of commodities between this and other provinces of China. Such a circumstance, beside adding to the population by the many who are necessarily employed in carrying on this intercourse, introduces more of the movement and bustle of busy life than is generally observed among the quiet though industrious cultivators of the soil. Across the mouth of the Ya-Ma-Tao is a bar, over which are only two fathoms and a half of water, but immediately without it are four and five fathoms; the width of the river from a quarter to half a mile. The country immediately behind the Bay, though not very mountainous, has yet a barren aspect, and the inhabitants bear strong marks of poverty. Between Zeu-A-Tau point, and one of the islands to the eastward, forming the group already mentioned, there is a narrow passage, lying directly north and south, leading out of the Bay of Ki-San-Seu, and through which there are eight, nine, and ten fathoms water close to the shore on either side; but near the eastern islands of the same group there are small sandy keys or banks, which are observed only when they are very near, as they are almost even with the surface of the water. The bluff point, or Cape of Zeu-A-Tau, is the extremity of a small but bold and rugged peninsula, stretching to the northward. Along the centre of the great peninsula of Shan-Tung, in the direction of east and west, ran a high range of mountains, the sides of which consist in great measure of a perpendicular and naked mass of granite.

A day was consumed in the Bay of Ki-San-Seu; but on Sunday the 21st, the squadron, after being provided with new pilots, stood out through the passage between Cape Zeu-A-Tau and the islands, keeping nearer to the former than to the latter. A little to the westward of the most northern point of Zeu-A-Tau, was a bay, into which several vessels were seen entering; and upon the original map of China, on a very large scale, constructed with great apparent

accuracy, and now in the possession of a great and revered personage, a convenient and safe harbour is here laid down.

The course, after clearing the east point, was north-north-west for two miles, then north-west by north, north-west and west, keeping the coast well on board all the way. After continuing thus till the evening, the squadron hauled round a projecting headland, very similar to that of the entrance of Ki-San-Seu. Here also, all the rising grounds were covered with spectators. The hills behind the coast, along which the ships sailed this day, had a peculiar character, and appeared to be rather the work of art than of nature. Their sides were rounded off as with a spade, and on the summit of each stood a small heap of earth in form of a barrow, or ancient burying place.

After having hauled round the last projecting headland, another bluff point appeared due west from the former, and about eight miles distant from it. The shore between these two points formed a kind of bay, called Ten-Choo-Foo Bay, which is open to the east and west, but partly sheltered in the northern quarter by groups of small islands, scattered about at different distances, from five miles to twice as many leagues off the main shore. These islands extend two-thirds of the breadth of the sea in this part, leaving only a strait between the opposite projecting point of the province of Le-A-Tung, and the northernmost cluster of those islands. Among these are two islets remarkable for the regularity of their form, as truncated cones, and looking like glass-houses rising from the sea. They were, most probably, produced by the explosion from volcanoes of matter of so light weight, and impelled with so moderate a force, as to continue where first it fell; and thus gradually rising into a heap, and assuming the regular figure just mentioned.

The squadron came to anchor in seven fathoms water, in the Bay of Ten-Choo-Foo, within two or three miles north-east of the city of that name. The anchorage was foul, with hard ground and shells. The road was found so unsafe, that little apprehension being entertained of the possibility of changing for the worse, the determination was taken of entering without farther delay into the gulf of Peking.

In the evening of the 23d of July, the wind being easterly, and the weather moderate, clear, and pleasant, the squadron made sail, keeping the Mi-A-Tau islands on the right. On Thursday the 25th the squadron stood to the westward under easy sail, inclining a little to the southward, to keep clear of the low islands. The depth of water regularly decreased from fifteen to seven fathoms, when another small low island appeared, bearing north, and distant about six miles.

The squadron stood on a western course from thence till midnight, when, though the Lion's depth of water was six fathoms, the Clarence made the signal of danger. The ships consequently hauled their wind to the south-east, and deepened the water to ten fathoms; standing on this course about four miles, and then bearing away west-north-west four miles more, the depth of water was decreased to six fathoms and a half, when they came to anchor.

On reaching the gulf, it was found that no secure harbour was to be expected upon its shores. A good harbour is generally found by the means of massy rocks, or at least of considerable mounds of compact earth, thrust forward by some irregular operation or in some convulsion of nature, and leaving within them an inlet of the sea, which those projecting points may protect from the violence of the winds and waves; whereas the country which terminates this gulf is utterly devoid of any solid and elevated masses capable of becoming a bulwark, behind which there might be a safe retreat for shipping. Instead of such a bulwark nothing is seen but a low and level surface, the natural effect of a gradual deposition of soil washed down from the interior of the mountains, which soil fills up every original inequality, and meets afterwards in a regular line the open sea, where no shelter is afforded. A part, no doubt, of the waters falling from the mountains, is collected into streams which swell by their union into rivers; but the motion which had been acquired by such waters in their descent from the heights, will, in some degree, be afterwards retarded according to the extent of flat country which those rivers have to traverse. The land here appearing to gain gradually upon the sea, and consequently the extent of flat country being upon the increase, the river (the Pei-Ho) may be supposed to lose somewhat of the force with which it used to carry and disperse into the gulf the earth it had brought with it from the mountains. This earth is at length accumulated a little below the river's mouth, and forms the bar which crosses it completely.

The mandarins, upon being informed that the English ships could not cross the bar, immediately conceived their size to be immense, and formed a proportionate idea of the quantity of presents necessary to fill them. They gave orders for preparing junks to bring these presents, as well as the passengers and baggage, on shore. A considerable building near the river's mouth, was provided for the reception of the Ambassador, where it was expected he would remain some days to recover from the fatigues of so long a voyage.

The Lion returned to England in the month of September 1794, and Sir Erasmus had the satisfaction of bringing home with him in safety, a valuable convoy of ships from

China and the East Indies, whose cargoes were valued at five millions sterling. Late in the month of November following, he was appointed to command the *Triumph*, of 74 guns, in which ship he afterwards joined the Grand or Channel Fleet, then under the orders of the late Earl Howe. Sir Erasmus afterwards served in the same station with Lord Bridport, who, on the retirement of that nobleman, succeeded to the important trust. The *Triumph* was one of the small detached squadron, consisting of five ships of the line and two frigates, under Admiral Cornwallis at the time he made his masterly retreat on the 17th of June 1795, in the face of a French armament, composed of thirteen sail of the line, fourteen frigates, two brigs, and two cutters, which pursued, and had it actually in their power to bring the British ships to action from nine o'clock in the morning, when the firing commenced, till eight at night, when they abandoned all farther contest against so judicious and determined a foe.

The conduct of Sir Erasmus on this very trying occasion was so highly meritorious, as to draw the following very justly deserved encomium from the commander in chief: "The *Mars* and *Triumph*," says he, "being the sternmost ships, were of course more exposed to the enemy's fire; and I cannot too much commend the spirited conduct of Sir Charles Cotton and Sir Erasmus Gower, the Captains of those ships;" and again, "The *Triumph* has shifted and repaired some of her sails, but any damage she has received is so trifling, at least in her Captain's eye, that Sir Erasmus Gower has not thought it worth reporting; indeed, the cool and firm conduct of that ship was such, that it appeared to me the enemy's ships dared not come near her." Sir Erasmus, with the Admiral, and the rest of the officers, received the thanks of both Houses of Parliament for their great gallantry and good conduct on the foregoing occasion.

When the dreadful mutiny at the Nore broke out in 1798, Sir Erasmus quitted the *Triumph*, and hoisted his broad pendant on board the *Neptune*, of 98 guns, in the river

Thames, and took upon him the command of all his Majesty's ships and vessels, amounting to at least fifty, that were equipped or equipping to act against the mutineers. The insurrection having happily terminated without bloodshed, he continued second in command in the same quarter, under the orders of Vice Admiral Sir Thomas Pasley, Bart. in which capacity he tried sixty-eight of the mutineers. That duty being ended, he struck his broad pendant, and served in the grand or channel fleet, as a private captain in the same ship, the Neptune, until he was promoted, on the 14th of February 1799, to the rank of Rear-Admiral of the White. He has not held any active employment since he became a Flag-Officer.

Of his gallantry and very meritorious public services, the foregoing detail has been sufficiently illustrative; of his private virtues, all who have ever been connected with him in service, either in a subordinate or superior station, uniformly render the most unequivocal testimony. Few are the persons, however correct their conduct and complacent their behaviour may be, who are fortunate enough to pass through life without attracting the malignity or obloquy of the envious; and though aspersion may be considered as no proof of real demerit, yet it certainly stands forth as no slender mark of worth, never to have in the slightest degree incurred it.

Heraldic Particulars relative to Sir ERASMUS GOWER.

Mr. Gower, father to the subject of the present Memoirs, had by his wife, Lætitia Lewes Gower, nineteen children, ten of whom were sons, and the remainder daughters. Of the former six are now living, and of the latter five. Sir Erasmus is, at present, unmarried.

ARMS.] Azure, a chevron, between three wolves heads erased Or.

CREST.] A wolf's head, erased Or.

ON THE MARITIME CHARACTER OF
THE MODERN GREEKS.

[Concluded from Page 480, Vol. III.]

HOMER, who was the first to lay all nature under contribution, in order to furnish that crowd of images which are dispersed over his works; did not forget the fishes. Describing the defeat of Penelope's suitors, he represents them after the combat, "scattered upon the ground and panting for breath, like fishes taken from the net, just thrown upon the shore. Laid in heaps on the dry sand," says Homer, "the finny race thirst for the moist element which they so recently enjoyed. They palpitate in every part, from the heat and aridity of the air, just ready to destroy them. Thus fell the lovers of Penelope: Thus they found one common grave*." Homer then mentions the fishing with nets, which practice was very ancient in Greece and in Egypt. But the Greeks, according to Athenzus, existed some time before they could eat fish. And Mad. Dacier observes, that at the time of the siege of Troy, warriors abstained from the use of fish, as a food of too delicate a nature for men of that profession. Menelaus, in the Odyssey, excuses his companions who remained with him at the island of Pharos, for fishing with the line; by saying, that hunger carried them such lengths, they were to eat whatever they could find †.

After the Greeks had adopted the art of fishing, they brought it to the greatest perfection. Pollux has been more particular than even Theocritus, in his account of the utensil necessary for carrying on this employment. But you will, I hope, excuse me from displaying my erudition on this occasion. I shall only observe, that they had mazes wherein the fish were snared. They also made of rushes or netting, a sort of circular inclosure in order to keep the fish alive, in the same manner that cattle are shut up in a fold. And here we find the origin of our *maaraques* for the tunny fishery, clearly explained. Let us follow these Greeks to Marseilles, and confine ourselves to that fishery, which is the most remarkable in nature.

Oppian has not omitted mentioning the fishery for the xiphias, or sword-fish, carried on by the people of Marseilles. He calls this the Sacred City. Next to the xiphias and the pilchard fishery, carried on by the Greeks in the Black Sea ‡, there is no species of fishing

* Odyssey, l. 22.

† Ibid. l. 4. t. i. p. 298. Traduction de Madame Dacier.

‡ S. Basil. orat. 7. in Arist. S. Hist. Anim. cap. 13. Kittersh. halicut. This fishery cannot fail to be very abundant, because it comprises the fish of that sea, as well as those of the rivers which empty themselves into it. It was from

more ancient than that for the tunny. They were esteemed the best and the largest fish of the sea. They appeared formerly in shoals* ; and according to Pliny, a company of them once pursuing the ships of Alexander, his whole fleet were seized with terror, and formed themselves into a line as if attacked by an enemy †. I have indeed observed that the tunny fish delights in following ships ; which, in some degree accounts for the decline of that fishery upon our coasts since the war with England.

This fish was in as great estimation among the ancients as now with the moderns. They were served at the best tables ; and the Romans, like ourselves, greatly esteemed the flavour of them. According to Aulus Gellius, our pickled tunny ‡, and botargo, are more ancient than we imagine.

Formerly, as at present, there was a certain season for the capture of this fish ; and the days were fixed on which it should commence and finish. We cannot be surprised that the Bæotians should sacrifice their largest eels to the gods ; seeing that our people of the tunny fishery, after drawing their nets, offer one of their fish to Neptune §. This sacrifice was called θυμλαῖον. They had also oblations which they preferred to the Sovereign of the sea at the commencement of the season, imploring his assistance to keep their nets clear of the sword-fish, which never failed to tear and destroy them.

The tunny-fish still continue to pass through the Straits of Gibraltar in large companies, about the commencement of spring. There is a great fishery of them at a village called Conil, about seven leagues from Cadiz. Particular days are fixed for the captures ; and the spectators, who are generally numerous, consider themselves fortunate to be present. I have been assured that the Duke of Medina Sidonia draws from that village and its environs, the clear sum of eighty thousand ducats yearly, by means of this fishery alone ; notwithstanding the tunny is a fish in no great repute with the Spaniards.

this circumstance that an ancient author makes the fish speak, and mutually invite each other to a rendezvous in the Euxine sea ; under an assurance of finding the water more soft and agreeable than the water of other seas.

* Et pavidī magno fugientes agmine thynni. Ovid. halicut.

† Plin. Hist. l. 9. c. 3.

‡ Porro Thunnorum abdomina salita (Greci δ ποταρίχον) apud veteres in deliciis habita sunt. Id. facile intelligas, ex Lucilii versibus apud Nonnium, et Aul. Gell, l. 10. c. 2.

Ad cœnam adducam, et primum hic abdomina Thunni.

Advenientibus priva dabo ;

Poutarque, salamentum piscium ; ὑάριχοι,

Esufs de poissons salés et salés.

§ Athen. l. 17. c. 297.

It is generally bigger and coarser in Spain and Portugal than in Provence, but not so subtle, and therefore easily taken. The water of the Mediterranean is supposed to purge off those oily particles, which communicate bad flavour. The tunny is still poorer about the island of Sardinia than in Provence; but by the time it has reached the Black Sea it becomes fat, and often of a very insipid flavour.

The tunny fish pass the Dardanelles into the Black Sea early in the spring. Like the sword-fish, they avoid the adverse stream, therefore come with the currents in the early part of the year, and follow those in their return at autumn. They are caught in large nets; with which they are surrounded during the night.

Diodorus, speaking of the Ichthyophagi, a people who inhabited the country from Caramania and Gedrosia, to the borders of the Black Sea, gives this account of them :

" Their houses," says he " are situated near the sea ; interspersed with deep vallies, precipices, slopes, and hollows, naturally oblique. The inhabitants, profiting by the disposition of the country, stop all the outlets of the vallies and precipices with great stones, thus preventing the retreat of the fish, which the sea may have poured in upon them."

The same historian proceeds with an account of the progress of that infant fishery ; and gives a very ample description of an invention, since brought to great perfection.

" On the coasts of Babylon," says Diodorus, " is a country well cultivated, and enriched with trees. The inhabitants have such an abundance of fish, that they find it difficult to preserve them. They stick an innumerable quantity of reeds into the earth, along the banks of the sea, which appear like nets spread on the ground. In this fence are a great number of doors, in form like a hurdle, which are easily opened and shut. When the tide comes in, it opens them, and at its return they naturally close ; by which means the fish thrown in from the sea are detained in these inclosures. At low water, you may see an immensity of the finny tribe panting in heaps in the snare. The people draw great profit from this fishery, and those whose huts are distant from the sea make trenches, which admit the fish up to the very doors of their houses.

" They stop this trench with a door made of willows, which they open when the tide comes in, and shut again as soon as it begins to ebb. The water escaping through the doors, leaves the fish behind *. This method was made use of by the northern people, according to Pliny, to supply themselves with that article of life †."

* Diod. l. 3.

† *Fugientesque cum mari pisces circum, Tuguria venantur.* Diod. l. 16. c. 1.

The Greeks were not the last to adopt this manner of catching and detaining the inhabitants of the watery element; and they have continued that, like most of their customs, to this day. (See Tournesfort on that head.) At Salines, a port in Naxos, an island of the Archipelago, they have a great fishery for eels and mullet, by the means of snares made of reeds, and manufactured into a certain form. Those snares are very pliable, and so disposed, that the fish once lodged in them, cannot get out. The Provençals make use of the same kind of machines in the canal of Martiques; but their's are much larger and stronger. The invention is very ancient, as you have already seen.

We find the same practice among the Cossacks. The Cossacks have a fishery at Citchon in Circassia; and, according to M. Peyssonnel, are called *Sacrimadi*, and subject to the Cham of Tartary. They follow this employment from the beginning of May to the last day in October. It is not practicable the rest of the year, by reason that the river Kouban is generally frozen during that interval. At the opening of the fishery every year, the Bey gives a great entertainment. The sturgeon fishery is also carried on in a very singular manner. An inclosure of willows, with a door, being placed in the water, is so contrived as to admit all the fish that come that way, without the possibility of their getting out again*.

You will see by the description I shall give you of our *Madraque*†, to what a degree of perfection it is brought by the Marseillians, for the capture of the tunny, and all other species of fish that swim in shoals.

The inhabitants of the coasts, and the shepherds themselves, who live near the borders of the sea or great rivers, we may easily suppose, might acquire a knowledge in the art of fishing, by which means their families were more easily supported; in those places where the tide brings up the fish, their first care must have been to find some method of detaining them; and they accordingly formed a close, much resembling the folds used for enclosing cattle in the middle of a field. The Greeks had the same idea, and have preserved it. *Mandra* in Greek, signifies a stable or fold, and from the words *μandra* and *αλω*, we undoubtedly derive the Provençal term *Madraque*, originally received from the Greeks. Thus, in the word alone we find the history of the thing. Originally, the *Madraque* was nothing more than an inclosure, which being placed in the water, received the

* Let. 5. v. i. p. 248.

† Manuscript Memoirs on the Ports and Commerce of the Black Sea.

fish, and prevented their escape. There cannot be a doubt, but this was first formed upon the model of the mandra, or sheep-fold.

A remark made by M. Hardion *, upon the 10th *idyllium* of Theocritus, confirms this opinion: "There is," says he, "in the Greek, the word *μάνδρα*, which signifies a stable or sheep-fold. The Italians have retained this word in their language. Sannazar has the same word in his *Arcadia*. And Tasso uses it both in his *Amintae*, and his *Jerusalem Delivered*."

Compare our fishery with that which Oppian has so minutely described: "The tunny-fish," says he, "press in multitudes to the nets laid for them, and into the snares, from whence they can never withdraw †. They leave the great ocean in the spring, when they visit our seas. The haughty Spaniard waits for them at the Straits, and gets the first draughts. Soon after they become the prey of the Celts, who live near the mouth of the Rhone. And then to the Marcellians, a race descended from the ancient Phocians. At length they reach the Sicilian shore, and serve to fatten the inhabitants of the Tyrrhenian coasts.

"The arrival of this vernal animal is matter of joyful intelligence to the fishermen. They wait for them on the coasts, and choose a situation neither too much confined, nor greatly exposed to the wind; some kind of open bay. The person appointed to watch their arrival, gets on the top of a neighbouring mountain ‡, and as soon as he perceives them, a concerted signal is given. The nets being already spread, form, as it were, apartments in the sea; for you will find a porch resembling the entrance of a house, rooms within, and at the bottom another chamber §."

You will, perhaps, not be displeased with Oppian's elegant verses on the tunny fishery. The beautiful translation of Maria Salvini, will, at least, make them worthy your attention:

De Tonni la progenie è pur del vasto,
Oceano, ed all' opre del mar nostro
Di primavera Marciano à furore,
Quando assilo di nozze ne li punge.
Questi prendono in pria nel mar Ibero,
Nomini Iberi per valor superbi.
A bocca poi di Rodano i caccianti
Celti, egli abitatori di Focea,
Anticamente rinomati; e in terzo

* Mem. de l'Acad. des Inscript.

† Cupient irremocabiliū insidiarum irruere latibulū. Opp. l. 3.

‡ Συμμενορες, Thunnis pex.

§ The fishermen of Marseilles call it *corpen*.

Quoq̃o prendongli quanti in la Trinaeria,
 Isola alberghano, del mar Terreno
 Nelle onde ; quindi in infiniti fondi
 Questi, e quelli di quà, di là, si spargono,
 E così empion tutto quanto il mare.
 Moka, e stupenda caccia è apparecchiata,
 Ai pescatori, quando se ne viene,
 Di Tonni alla stagion di primavera
 L'esercito. Il paese in primo luogo
 Disegnava del mar ne molto angusto
 Sotto ombrose riviere, ne anco molto
 Corsa da venti, e à lor carriere esposta,
 Ma che tenesse in se giuste misure
 Tra'l sereno scoperto, ed il bacio.
 Allora in pria sorr'erto ed alto colle
 Sale il perito spiator di Tonni,
 Che de diversi branchi la venuta.
 Conosce e quali casi si sieno, e quanti,
 Ed à compagni si porge avviso.
 Ora tutte le reti, di cittade,
 A quissa, su pe' flutti ne caminano.
 Avvi recetti, ed avvi poste, ed avvi
 Profonde gallerie ed atrii e costi ;
 Quelli velocemente in schiere muovonsi,
 Come falangi d'uomini che marcano
 Schierati, &c.

You may see at any time the *madraque* of Oppian upon our coasts. Which, however, we did not borrow from him, but received from the Greeks our ancestors. There is this difference only between us, that the look-out is from a bark a-head of the *madraque*, instead of being made from the mountain. The dexterity with which the sailors seize the fish would astonish you ; and the moment fish are in the fold they turn it, whereby the fish lose their force insensibly. This ingenious manœuvre would, I am certain, afford you great entertainment.

You will, probably, doubt the truth of this derivation of the *madraque*, unless accompanied by some corroborating circumstances, to show that the terms in general made use of by the professors of this art, are derived from the Greek. The names of the several species of fish in the Provençal language, are evidently taken from the Greek, as are most of the Latin words for the same particulars. I foresaw that I should not be able to follow our Greek friends to Marseilles, without writing in the Provençal, before the conclusion of my letter. You may talk on this subject to our philosophers in the language of Provence, they will certainly understand you, and take it for Greek.

BIOGRAPHICAL ANECDOTES OF *NAVAL OFFICERS*

WHO HAVE HITHERTO PASSED NEARLY UNNOTICED BY HISTORIANS.

[We commenced our promised Publication of such Circumstances as could be gathered relative to eminent Naval Officers hitherto nearly unnoticed, with some Memoirs of Lord Clinton, some time Lord High Admiral of England, from the Collection of Biographical Traits by Mr. Lodge, Lancaster Herald, lately published, with Bartolozzi's fine Imitations of Holbein's Portraits, in the Royal Cabinet. We now beg leave to offer to our Readers the Life of Fitzwilliam Earl of Southampton, taken from the same magnificent Work.]

WILLIAM Fitzwilliam, Earl of Southampton, and Knight of the Garter, descended from a very ancient and powerful northern family, and was the second of the two sons of Sir Thomas Fitzwilliam, of Aldwarke in Yorkshire, Knight, and Lucy, daughter and co-heiress of John Neville, Marquis Mountacute. Some short time before the death of his elder brother, who was slain at Flodden-field, he was introduced at the Court of Henry VIII. who appointed him one of the Esquires for the body, which office was confirmed to him for life, by a patent dated 1513. The fashion of that day requiring that a courtier's education should be finished in a campaign against France, Fitzwilliam accordingly obtained some respectable situation in the fleet which sailed thither in the following year, and received a severe wound in an action near Brest, where, as well as at the siege of Tournay, he gave such proofs of his gallantry and discretion, that Henry, at his return, conferred the honour of Knighthood upon him, and made him Vice-Admiral, in which character he commanded the squadron which attended the King to Boulogne in 1523. He was soon after sent Ambassador upon some matters of no great importance to Paris, from whence, as Lord Herbert informs us, he returned in 1523, to take the command of a strong fleet, destined to protect the English merchant ships in the channel, as well as to support the Earl of Surrey, General of the Forces, at Calais, in concert with whom he made a predatory descent on the coasts of Normandy and Brittany. In the beginning of the following year, he was made Admiral of the fleet, which was sent to intercept the Duke of Albany, who had projected the invasion of Scotland with a French army; and in 1525 went on a second embassy to France, to receive the Queen Regent's ratification of the treaty lately concluded with England. He is named about this time as Captain of the Castle of Guisnes, and Treasurer of the Royal Household; but the date of those appointments are not known.





French Fleet attacking the English Fleet in 1805.

The private life of an eminent Englishman of that day affords us but little worthy of note. The gallant Fitzwilliam returned from his embassy probably to become the silent spectator of balls and tournaments, since for ten years after that period, we have scarcely any intelligence from history concerning him, except that in 1550 he subscribed the articles against the Cardinal. In 1536, however, he was once more sent to Paris, with the Duke of Norfolk and Dr. Cox, to treat of a league between England and France, which was to have been cemented by the marriage of the Duke of Angouleme, third son to Francis, with the Princess Elizabeth. In the ensuing year he was constituted Admiral of England, Wales, Ireland, Normandy, Gascony, and Aquitaine; on the 18th of October 1538, he obtained the Earldom of Southampton, and was soon after appointed Lord Privy Seal.

In the autumn of 1543, he commanded the vanguard of the army then sent against Scotland under the Duke of Norfolk, and assisted in the management of a treaty at York, by which the Scots had vainly hoped to avoid the terrors of Henry's resentment, but the negotiation proving abortive, Southampton marched on with his power to Newcastle-upon-Tyne, where he died after a short illness, having ordered by his will that his body should be interred at Midhurst, in Sussex, in a chapel, for the building whereof he allotted five hundred marks.

The great Earl married Mabel, daughter of Henry Lord Clifford, and sister to Henry, the first Earl of Cumberland of that family, by whom having no issue, the daughters of his deceased brother, Margaret, wife of Godfrey Foljambe, and Alice, wife of Sir James Foljambe, Knight, became his heirs.

DESCRIPTION OF PLATE XLIII.

THIS Plate represents the British Fleet, consisting of two sail of the line, three of fifty guns, besides frigates, under the command of Rear-Admiral Barrington, at anchor across the mouth of the Bay of the *Grand Cul de Sac*, in the Island of St. Lucia, on the 15th of Dec. 1778. The French Fleet, in number twelve sail of the line, under the command of the Count d'Estaing, bearing down with an intention of breaking the English line to cut out the transports then at anchor in the Bay. The leading ship of the Enemy finding she could not succeed in her attempt on the British line, is represented standing off; the rest of the fleet followed her example *.

* For Admiral Barrington's official Account of the above Action, see page 131 of this Volume.

NAVAL LITERATURE.

THE NAVAL GUARDIAN, in Two Volumes, by Charles Fletcher, M. D. Author of "*A Maritime State considered as to the Health of Seamen,*" &c. Octavo, 1800. Price 14s. Chapman.

TO give our readers a thorough idea of the nature of the work before us, it will only be necessary to observe that it is formed upon the model of those miscellaneous sketches of life and manners which have been called Periodical Papers, and among which the GUARDIAN appears to have furnished the foundation of its title; the plan of adapting this sort of composition to naval readers must be confessed a very happy one; and Dr. Fletcher has certainly produced upon it a book of considerable information and amusement. Having embraced every subject that can be interesting to seafaring persons, whether as matter of instruction or of curiosity, his pages will afford a valuable supply of knowledge; and the manner in which it is written, the agreeable form of correspondence, and the enlivening introduction of narrative and poetry, will render it one of the most pleasing books to which an intelligent man can resort for an hour's amusement. Dr. Fletcher has contrived to weave much moral disquisition into several parts of his work, and is always as much the friend of virtue as of seamen. His account of the mental and corporal progress of man, will greatly attract his readers, and we can justly mention a judicious selection of anecdote, much naval criticism, history, and animadversion, as forming the principal features in his work. All plans relating to the Navy are noticed, various improvements proposed, and many subjects of dissatisfaction discussed in a conciliating manner. From among the papers of this latter description we shall make an extract that will at once serve as a specimen of the work under review, and form an interesting article among the contents of our own Publication. The passage we are about to present belongs to the service professionally; we could with pleasure, did our limits permit, transcribe many articles of a lighter kind; and even refraining, as we are compelled to do, from this indulgence, we cannot turn over the page without reciting one spirited remark. Speaking of the dishonesty with which Europeans are but too well known to deal with other nations, and to the experience or well-founded apprehension of which, among other important causes, he justly attributes the coolness manifested by the Chinese Government to the virtues of the British, he observes, that "When men are in the habit of taking advantage of each other, when at home and among

themselves, and which, I am sorry to say, is but too much the case, such dealers will not scruple to carry the like principles to foreign markets; so that, when I have seen an advertisement in a Paper announcing an *Association for the Protection of Trade against Swindlers*, it has often occurred to me, that there should be formed a similar *Association for the Protection of the Public against Swindlers in Trade*." p. 212. vol. ii.

We now subjoin the extract which we have already anticipated.

On the Case of a Lieutenant who was broke on the single Testimony of his Captain.

"I have said that you had almost persuaded me to be a convert on the side of the Navy, as to superiority of moral conduct; but the following circumstance should rather incline me to recant, and wear ship about, to run foul of breakers.

"The case I allude to is that of a Court-Martial, held a few days past upon a Lieutenant of the Navy, for having given the lie to his Captain *privately*. This Court-Martial is said to have been instituted at the suit of the Lords of the Admiralty, as prosecutors, on complaint preferred by the Captain; when the Lieutenant, upon the sole testimony of the former, was broke; and this case being, it should seem, without a precedent, will stand upon record as one in all future cases of a like nature.

"In this case, it is alleged, by the friends of the defendant, that having been treated with the most galling indignities, they could not be brooked by so spirited a young man as he was; and that the case, as before observed, being moreover without precedent, the punishment, it was said, exceeded the offence.

"Upon this extraordinary affair, and as a subject of farther discussion for your little academy on board, of which, by the way, I request to be admitted an honorary member; I shall beg leave, with all deference, to offer a few remarks. First, I shall even suppose that the commanding officer or captain, had treated his lieutenant in rather a rigorous manner, by putting him upon unnecessary duties, and for the express purpose of degradation; yet, was such mode of redress proper or compatible with the dignity of the service, which points at Courts-Martial for relief in cases of cruelty and oppression? Did not such conduct likewise go directly to the infraction of that article of war which states, 'That any man in or belonging to the fleet, who shall use provoking speeches or gestures, tending to promote quarrel, every such person, being convicted thereof, shall, &c.'? If such is the prohibition among those of equal rank, how much more is it to be understood of an insult offered by such means to a superior officer, while in the execution of his office? For it appears

that this *covert act* was done in the great cabin, when the commanding officer is consequently supposed upon *guard* or duty ; and when such conduct was likewise destructive to the issuing of all orders or commands.

" Let us now suppose this scene to have taken place on board a ship of war having a separate command upon a foreign station ; that the commanding officer had accepted the challenge *couched* under this abusive language ; that he had also fallen, and that the lieutenant, as second in command, had succeeded to the same ship ; with what sentiments, I ask, would that ship's company look up to such an officer, thus stained with the blood of his predecessor ? Or, what kind of order or subordination, could be expected from a man so principled ? Or, lastly, with what feelings could the Lords of the Admiralty confirm such a one in his post ? Nay, rather let us suppose that the Board of Admiralty, disgusted with such conduct, would upon this occasion, by instituting a Court-Martial, become his prosecutors ; in which case, could there remain a doubt of the justice of that Court who should sentence such an officer to be broke ?

" But still it is contended by the friends of the defendant, that being without proof or precedent, a Court-Martial is incompetent to take cognizance of the matter. With regard, however, to the latter, or the precedent, it must be obvious that the same might once have been said of every existing law, as well as the continued extension or creation of laws throughout the kingdom, which, for the good of the whole, the multiplied crimes, trespasses, or misdemeanors of individuals render necessary, as in the present case under consideration ; with regard to the former, or proof, it is to be recollected, that though, indeed, the case may stand without a precedent, and though the testimony of bye-standers would have rendered it more plain, yet perhaps, from the frequency of the crime, and of the complaints thereof to the Admiralty, the latter, from a sense of its pernicious consequences to the Navy, might have thought it expedient to endeavour to check that mode of revenge so much in violation of the rights of Courts-Martial, by submitting it at once to their authority.

" But, farther, there are not wanting instances of offences being admitted upon single testimony on oath, especially where society may be deteriorated, as in the case of rape ; and even strong circumstances, as in the case of *murder*, in which not the individual alone, but the society at large is supposed to suffer a deep stab, are accounted sufficient to convict.

" It must likewise occur to thought, that a British Naval Commander must feel himself placed in a very awkward situation by such treatment before he can bring himself to prefer a complaint of the

kind; yet being in a high state of responsibility to his country, and no shadow of want of courage attaching to his person from choosing to decline a challenge so couched by an inferior officer, he consequently stands without any alternative of redress from daily insults of the kind.

“ Upon the whole then, it is to be presumed, that as the bare testimony of the captain would not be considered by the Court as sufficient ground of condemnation, without some collateral circumstances in proof of the fact; such as the character in which he stood with his officers and men, together with some *traits* of general *disrespect* on the side of the lieutenant; I say, that if such circumstances can be substantiated in favour of the commander, and which leading questions must, I think, have been put, then it follows, that there is something more than *presumptive* proof of guilt in this case; and that, as it is highly improbable that any undue advantage would be taken by a superior to crush an officer who might be obnoxious to him, by such arrangements in his favour, and as such mode of redress on the side of the lieutenant must be admitted as unfair, *il-liberal*, and by no means aboveboard, there consequently seems no great grounds for murmuring or discontent upon such case going into precedent.

“ Or, lastly, if the justice of a Court *could* be arraigned for such sentence by saying that, had the case been tried by lieutenants, or those of his own *corps*, he would have got off more leniently, or by a reprimand; then, such need only turn over to the numerous instances of Courts-Martial upon Captains and Admirals now upon record, in order to convince them of their error, by proof of the impartiality of such process. The very recent circumstance of a captain, who having while on shore at Portsmouth, abused his surgeon in a very gross manner, and who having been caned by said surgeon, and a court of inquiry being the result; the latter, all the circumstances duly considered, was acquitted by the Court, and a very severe reprimand to the captain implied in said acquittal.

“ To these remarks I shall just add, that this unhappy affair having, it is said, originated in an order to the lieutenant to superintend the issuing of grog to the people; and this duty being usually assigned to the *mate*, the office was considered by the lieutenant as degrading, and resented in the manner above-mentioned; but might it not have been possible that the mate at such time being absent from sickness or otherwise, and irregularities in the distribution of it having occasioned such degree of murmuring among the ship's company, as to have rendered it necessary for the good of the service that the lieutenant should, *pro tempore*, superintend that duty. If

such was the case, and the purity of motive farther evinced by a suavity or gentleness in the delivery of the order; then, it is only to be lamented that the commanding officer had not waited for a more ample proof of disaffection in his officer; and which such a vindictive spirit must soon have afforded.

“ On the other hand, if the lieutenant was really aggrieved by the imposition of any humiliating duty, and this was farther confirmed by the manner of enforcing it; then, it is only to be equally regretted that he had not remonstrated in an amicable manner upon the hardship of the case; and if, after such remonstrance, a similar treatment should be persisted in, it is to be presumed that a commanding officer so acting would have committed himself; and that the lieutenant, instead of having preferred so unwarrantable, so disorganizing a revenge, might have gone into Court for *legal* redress.” Vol. i. p. 279.

STATE PAPERS

RELATIVE TO THE DISPUTE BETWEEN ENGLAND AND DENMARK.

THE differences between these two powers relative to the affair of the first Danish frigate, taken by the English in the neighbourhood of Gibraltar, but which have since been adjusted, in consequence of a due explanation on the part of the Court of Denmark, are thus stated to have arisen, by Mr. Merry, the British Minister at Copenhagen, in the following letter addressed to Count Bernstorff, *viz.*

“ *Copenhagen, April 10, 1800.*

“ The importance which the Danish Court must necessarily attach to the event which happened in the month of December last, in the neighbourhood of Gibraltar, between some frigates of the King and the frigate of his Danish Majesty, named *Haufersen*, commanded by Captain Van Dockum, and the orders which, in consequence, have been sent me by my Court upon this point, impose upon me the painful duty of repeating to you, in writing, the complaint which I had the honour to make to you upon this point by word of mouth, in the audience which you had the goodness to grant me for this purpose three days ago.

“ The facts of this affair are in themselves very simple, and I think that we are already agreed on them. The facts are, that the English frigates met the Danish frigate in open sea, having under her a convoy of vessels. The English commander, thinking it proper to

exercise the right of visiting this convoy, sent on board the Danish frigate, demanding from the captain his destination. The latter having answered that then he was going to Gibraltar, it was replied, that since he was going to stop in that bay, no visit should be paid to his convoy, but that if he did not mean to cast anchor there, the visit should be paid. Captain Van Dockum then informed the officer who went on board him, that he would make resistance to such a step. Upon this answer, the English commander made the signal for examining the convoy. A boat from the Emerald frigate was proceeding to execute this order : a fire of musketry from the Danish frigate fell upon them, and one of the English sailors was severely wounded. This frigate also took possession of a boat belonging to the English frigate the *Flora*, and did not release it till after the English commander had given Captain Van Dockum to understand that if he did not immediately give it up he would commence hostilities. The Danish frigate then went with her convoy into the Bay of Gibraltar. There some discussion took place on this affair, between Lord Keith, Admiral and Commander in Chief of his Majesty's Naval Forces in the Mediterranean, and Captain Van Dockum, whom Lord Keith could not but consider as personally responsible, and guilty of the injury done to one of the King's subjects, not thinking it possible that this captain could have been authorised by instructions from his Court. To clear up this point, Admiral Keith sent an officer to Captain Dockum to entreat him to show, and to explain the nature of his instructions ; but he said to the officer, that they were in substance, that he should not permit his convoy to be visited, and that, in firing upon the boats, he had only discharged his orders. The same captain afterwards made a similar reply, upon his word of honour, in speaking with Lord Keith, and in the presence of the Governor of Gibraltar, but he promised at the same time to appear before the Judge, and to give security for his appearance, and upon this promise he was told that he might return on board. Having entered his boat, he sent a letter to the Admiral, in which he refused to give the necessary security. These discussions were terminated by a declaration which Lord Keith made to Captain Van Dockum, that if he failed to surrender himself, thus wishing to frustrate justice, the affair should be represented to his Court.

“ Such, Sir, is the state of facts which have given rise to the complaint that I am commissioned to urge to the Danish Government. I flatter myself that you will find it correct and conformable to what is stated in the Correspondence between Lord Keith and Captain Van Dockum, of which, as you did me the honour to tell me, you are in possession.

" The right of visiting and examining merchant ships in open sea, of whatever Nation they may be, and whatever may be their cargoes and destination, is considered by the British Government as the incontestible right of every Nation at war—a right founded on the Law of Nations, and which has been generally admitted and recognised. It follows, therefore, that the resistance of a Commander of a ship of war, offered by a Power at amity, must necessarily be considered as an act of hostility, and such as the King persuades himself cannot be enjoined to the Commanders of the ships of war of his Danish Majesty in their instructions. His Britannic Majesty therefore entertains no doubt that, his Danish Majesty will have felt much displeasure at hearing of this violent and insupportable conduct on the part of an officer in his service; and the King is persuaded of the alacrity with which his Danish Majesty will afford him that formal Disavowal and that Apology which he has so good a right to expect in such a case, together with a Reparation proportioned to the nature of the offence committed.

" I am specially commissioned, Sir, to demand of you this Disavowal, Apology, and Reparation. The confidence which I must feel in the known justice of his Danish Majesty, leads me to hope that this simple and amicable representation will be sufficient to obtain it with that dispatch which so important a case requires; but I must not at the same time conceal from you, that great and sincere as is the desire of the King my Master, to maintain and cultivate the most strict harmony and friendship with the Court of Denmark, nothing shall induce him to depart from this just demand.

(Signed)

" ANTH. MERRY."

Reply of the Danish Minister to the above Note of Mr. MERRY.

" BOTH custom and treaties have no doubt conferred on the Belligerent Powers the right of searching neutral vessels, not under convoy, by their ships of war, &c. but as this right is not a natural one, but merely conventional, its effects cannot be arbitrarily extended beyond, what is agreed to and conceded, without violence and injustice. None, however, of the maritime and independent Powers of Europe, as far as the undersigned has observed, have ever acknowledged the right of permitting neutral ships to be searched, when escorted by one or several ships of war; and it is evident they could not do so without exposing their flag to degradation, and without forfeiting a certain essential proportion of their own rights.

" Far from acquiescing in these pretensions, which at present are no longer acknowledged, most of those Powers have been of opinion,

since this question has been stirred, that they ought to hold out an opposite principle in all their conventions respecting objects of this nature, in conformity with a number of treaties concluded between the most respectable Courts of Europe, which contain proofs of the propriety of adhering to that principle.

"The distinction attempted to be established between ships with and without convoy, is moreover equally just and natural—for the former cannot be supposed to be in the same predicament as the latter.

"The search insisted upon by the privateers or state ships of the Belligerent Powers, with respect to neutral bottoms not accompanied by convoy, is founded on the right of acknowledging their flag, and of examining their papers. The only question is to ascertain their partiality and the regularity of their instructions. When the papers of these ships are found in strict order, no further examination can be legally enforced; and it is consequently the authority of the Government, in whose name these documents have been drawn up and issued, that procures for the Belligerent Power the required security.

"But a neutral Government, escorting by the armed ships of the state the commercial ships of the subject, thereby alone holds out to the Belligerent Powers a more authentic and positive pledge than that which is furnished by the documents with which these ships are furnished. Nor can a Neutral Government, without incurring dishonour and disgrace, admit, in this respect, the least doubt or suspicion, which must be as injurious to that Government as they would be unjust on the part of those who should entertain or manifest them.

"Again, if it were to be admitted as a principle, that the convoy granted by a Sovereign does not secure ships of his subjects from being visited by the state ships or privateers of foreigners, it would follow that the most formidable squadron should not have the right of relieving from a search the ships entrusted to its protection, if that search was exacted by the most pitiful privateer.

"But it cannot be reasonably supposed that the English Government, which has uniformly, and on the most just grounds, shewn a marked jealousy for the honour of its flag, and who in the maritime wars, in which it has taken no part, has nevertheless asserted with vigour the rights of neutrality, would ever consent, should such circumstances occur, to an humiliating vexation of that nature; and the King of Denmark reposes too much confidence in the equity and justice of his Britannic Majesty, to harbour a suspicion that it is his intention to arrogate a right which, under similar circumstances, he would not grant to any other independent power.

"It seems sufficient to apply to the fact in question, the natural result of these observations, in order to make it evident that the Captain of the King's frigate, by repulsing a violence which he had no right to expect, has done no more than his duty; that it was on the part of the English frigates, that a violation of the rights of a neutral Sovereign, and of a power friendly to his Britannic Majesty, has been committed.

"The King has hesitated to signify any formal complaint on this head, as long as he regarded it as a misconception which might have been done away by amicable explanations between the respective Commanders of the naval force which the two Governments kept up in the Mediterranean; but seeing himself, much to his regret, disappointed in that hope, he has only to insist on the reparation that is due to him, and which the justice and the friendship of his Britannic Majesty seem justly to be called upon, to secure to him.

(Signed)

"C. BERNSTORFF."

Reply of Lord GRENVILLE to the Note of the Count DE WEDDEL JARLSBOURG, his Danish Majesty's Minister, respecting the Capture of the Freya Frigate.

"THE Undersigned, his Majesty's Principal Secretary of State for Foreign Affairs, has had the honour to lay before the King the note which he received yesterday from Count Wedel Jarlsbourg, Envoy Extraordinary and Minister Plenipotentiary from the King of Denmark.

"It was with the greatest surprise and concern that his Majesty received the first accounts of the transaction to which that note relates. Studiously desiring to maintain always with the Court of Copenhagen those relations of friendship and alliance which had so long subsisted between Great Britain and Denmark, his Majesty has, during the whole course of his reign, given repeated proofs of these dispositions, which, he had flattered himself, were reciprocally entertained by the Government of his Danish Majesty. Notwithstanding the expressions made use of in Count Wedel's note, his Majesty cannot even yet persuade himself that it is really by the orders of the King of Denmark, that this state of harmony and peace has been thus suddenly disturbed, or that a Danish officer can have acted conformably to his instructions, in actually commencing hostilities against this country, by a wanton and unprovoked attack upon a British ship of war, bearing his Majesty's flag, and navigating the British seas.

"The impressions which such an event has naturally excited in his Majesty's breast have received additional force from the perusal of

Note, in which satisfaction and reparation are claimed as due to the aggressors from those who have sustained this insult and injury.

" His Majesty allowing for the difficulty in which all Neutral Nations were placed by the unprecedented conduct and peculiar character of his enemy, has on many occasions, during the present war, forbore to assert his rights, and to claim from the Danish Government the impartial discharge of the duties of that neutrality which it professed a disposition to maintain. But the deliberate and open aggression which he has now sustained cannot be passed over in a similar manner. The lives of his brave seamen have been sacrificed, the honour of his flag has been insulted, almost in sight of his own coasts; and these proceedings are supported by calling in question those indisputable rights founded on the clearest principles of the Law of Nations, from which his Majesty never can depart, and the temperate exercise of which is indispensably necessary to the maintenance of the dearest interests of his empire.

" The Undersigned has, in all his reports to his Majesty, rendered full justice to the personal dispositions which he has uniformly found on the part of Count Wedel, to remove all grounds of misunderstanding between the two countries. He cannot, therefore, now forbear to urge him to represent this matter to his Court in its true light, to do away those false impressions, under which (if at all) a conduct so injurious to his Majesty can have been authorised; and to consult the interests of both countries, but especially those of Denmark, by bearing his testimony to the dispositions with which his Majesty's Government is animated; and by recommending to his Court, with all that earnestness which the importance of the occasion both justifies and requires, that these dispositions may, in so critical a conjuncture, find an adequate return; and that a speedy and satisfactory answer may be given to the demand which his Majesty has directed to be made in his name at Copenhagen, both of reparation for what is past, and of security against the repetition of these outrages.

" In order to give the greater weight to his Majesty's representations on this subject, and to afford at the same time the means of such explanations respecting it, as may avert the necessity of those extremities to which his Majesty looks with the greatest reluctance, his Majesty has charged Lord Whitworth with a special mission to the Court of Denmark, and that Minister will immediately sail for his destination.

" That Court cannot but see in this determination a new proof of the King's desire to conciliate the preservation of peace with the maintenance of the fundamental rights and interests of his empire.

(Signed)

" GRENVILLE."

July 30, 1800.

**RIGHTS
OF
THE BRITISH FLAG.**

AS this subject, which has lately agitated all ranks of society, must be peculiarly interesting to all concerned in the Navy, the following observations have been collected from the best authors and from authentic records, in order to point out the antiquity, the exercise, and the recognition of the **RIGHTS OF THE BRITISH FLAG** by the Commercial States of Europe :—Rights, which, after a full, clear, and impartial investigation, we are convinced it is the bounden duty of Britons to maintain and support inviolate :

When Cæsar intended the invasion of this island, he summoned the Gauls who dwelt in the sea-ports, to inform him of the shores, havens, &c. imagining their information might accelerate his conquest. The sea-faring men answered, “ that all commerce and traffic was interdicted before licence had, nor could any but merchants enter the British ports *.” This is a sufficient proof that the antient Britons possessed traffic and commerce, and also the power of protecting it. The very first classical author who speaks of Britain, says, that when the Romans became masters of this island, they, in conjunction with the Britons, built a fleet, and frequently sailed round it, making every nation tributary for several centuries, and commanding their obedience †.

As the view of this disquisition is candour and truth, it must be acknowledged that the immense power of the Romans at this period was fully sufficient to produce such an effect. That mighty empire, in the impenetrable scale of human and physical vicissitudes, became subject to fate. The continual supply of Britons to replenish the Roman legions, enfeebled the country, and made it an easy prey to their pretended friends the Saxons. The dreadful struggles between the natives and their treacherous visitors, and also the no less dreadful havock between the Princes of the Heptarchy, when it was established, permitted no opportunity of displaying the British Flag, until the reign of the great Alfred, who was, in fact, the founder of the Anglo-Saxon Navy, and the first that repulsed and held in check, the pirates and infidels of Denmark and Norway.

Edgar, who was crowned King of *all England*, in Wittenagemote, at Winchester, A. D. 800 (one thousand years since), firmly established Alfred's noble plans, and continually kept up a navy of *four hundred* stout ships, with which he asserted the entire and uncon-

* Gall. Bell. lib. 4. fol. 72.

† Tacitus in Vita Agricola.

trolled sovereignty of the British seas, and vindicated his Naval dominion, *visiting all ships*, and making them pay obedience to his flag. The very style which he assumes, and which is recorded, is the best and most convincing proof*.

The use which Edgar made of his power was truly worthy of himself. It is recorded by two of the best narrators of the history of that time †, "that immediately after Easter, he commanded his ships from every shore to be brought into two collected bodies. He then sailed with the eastern fleet to the western coast, where they were dismissed; and from thence he proceeded with the western fleet to scour the sea around the island to the northern and eastern parts; being exceedingly diligent to prevent the incursion of pirates ‡, courageous in the defence of his kingdom against foreigners, and receiving the submission of the chiefs of the islands. Legancester (West Chester) was his principal northern port, where he had a palace, and where, in one of his voyages, he received the oaths of six petty kings to serve him by sea and by land." Those Kings rowed him in a stately barge, himself being at the stern steering the vessel, attended by a cloud of boats and subjects, with minstrels and other music §. His constant maxim was, that no Prince could boast of being truly a Monarch of England, unless, like him, he was Lord of the British Seas; a maxim which ought to be impressed upon the mind of every sound-hearted British subject and citizen, particularly at the present momentous period.

Here we dismiss the Anglo-Saxon dynasty with this short observation, that during the reign of Ethelred, a very large fleet was maintained and supported; but through the sluggishness and personal cowardice of that King, "who distressed rather than governed the kingdom thirty-seven years ||," the nation was continually harassed by sea and land with the incursions of the Danes. He saw his error too late; and in the year 1008, he commanded ships to be built in all the seaports of England, and the produce of the land to pay for them,

* "Ego Edgarus Anglorum Basileus, omniumque rerum, insularum Oceani, quæ Britanniam circumjacent, cunctarumque nationum, quæ infra eam includuntur, Imperator et Dominus."—Preserved by Sir John Borroughs, fol. 91.

† William of Malmesbury, and Florence of Worcester; but they have increased his fleet to the number of four thousand stout ships.

‡ *Pira*, in the Attic tongue, signifies craft or art. Afterwards it was applied to such as were sea-robbers.

§ At this era of our history it was held impossible to rank with Gentlemen if a person was ignorant of music.

|| William of Malmesbury's character of that King: "His life was cruel at the beginning, miserable in the middle, and dishonourable in the conclusion."

namely, every hundred and ten hides of land *one ship* *. The Danes had at last settled themselves in the greatest and best part of England, until Canute was elected King of all England, A. D. 1017, which formed the third conquest of the country. A most immense powerful fleet was kept up during the whole of this reign, with which he protected and maintained the empire of the seas in its fullest extent. He governed by the ancient Anglo-Saxon laws, which to this day are the foundation of the common law of England; and it may fairly be said of him, what a Roman author does of one of his Emperors, "It would have been well for this kingdom if he had never reigned at all, or else had continued longer."

That faithful collector of ancient history, Henry of Huntingdon, relates a story, which has generally been considered as a mark of the King's vanity and weakness; but upon a closer review, perhaps, it is a proof to the direct contrary, and that he meant it as the severest reproach which he could cast upon his venal flatterers and parasites. It is as follows: in the very zenith of his power, being at Southampton, his nobles in attendance declared to him, that being Lord of the Sea, he could *command the waves*. This being frequently impressed upon his mind, in order to confound and put to shame those base court minions, he caused a royal seat to be placed upon the shore whilst the tide was coming in, and being surrounded by the venal nobles, with a majestic air he said, "That *sea* belongs to me, and the land whereon I sit is mine; nor hath any one *unpunished* resisted my commands†. I charge thee, therefore, come no further upon my land, neither presume to wet the feet of thy Sovereign Lord." But the laws of nature would be obeyed, and the sea came rolling on and dashed over him. The King rose up and reminded his flatterers of their treachery, telling them that the sea would obey none but Him whose eternal laws created heaven and earth. After this he never wore his crown‡.

We now pass over the following reigns, during which time very large sums were raised upon the people to support the fleets, until we arrive at the death of Harold, and the accession of William of Normandy, which forms a new epoch in our history, in which the docu-

* Thus the ship-money originated; a measure as weak as it was wicked, and which has been therefore very justly exploded by the whole nation.

† That part of the story being literally true, it shews the immense power of his naval force.

‡ This was a more manly and noble action than the cockle-shell story of the Tyrant Caligula.

ments and proofs of the sovereignty of the sea will be confirmed beyond the possibility of contradiction.

William the First became possessed of the Crown by acquisition, and not by conquest*; A. D. 1066. There is not a single record before Edward the First that gives him that denomination; nor did he ever style himself a conqueror. His power, when added to that of Duke of Normandy, was immense. Amidst the tumults of his reign, he maintained a very powerful navy, which he frequently commanded in person, by means of which he defeated the confederacy of *six Kings*, four of whom were northern, who, with a navy of 1800 sail, attempted to invade him. In his turn he invaded Philip of France†, and committed great devastations, until he died at Rouen, in 1087‡.

William Rufus had no wars with France, nor can any thing material be adduced from his history. He lived despised, and died by the stroke of an arrow, unlamented.

The reign of Henry the First is also barren as to our immediate pursuit; suffice it that, during his twenty years reign, no power whatever pretended to dispute the empire of the British seas; a very sufficient proof of itself, by what we have already seen, that no Monarch durst attempt it. This King sweetened his government by relieving the people from all unjust taxes, and punishing the principal agents. Being an Englishman born, he acted as became one, by severely

* Sir William Temple justly observes, "who was invidiously termed the Conqueror, by the monks of those times." His submission to the Kentishmen's claims; his Charter of Confirmation of St. Edward's laws; his abolishing the tax of Danegelt; his confirming the power of Aldermen, Sheriffs, and Juries; all tend to prove the fact. Sir William Churchill, grandfather to the great Duke of Marlborough, in the history, called *Divi Britannici*, says, "he was an imaginary conqueror." See also *Argumentum Anti Normanicum*, Petit's and Atkins's Works, and Tyrrell's History of England.

† This was the very origin of all the subsequent wars between England and France, which arose from those Norman and continental connexions, that have continually deluged both countries with blood.

‡ In him we behold the sad vicissitudes of human affairs, the contemplation of which ought to humble proud looks, and lofty eye-brows. This King, with all his greatness, was deserted by the world, almost as soon as his immortal spirit had left it, even by two of his own sons; it was three days before his son Henry could get the body removed, and nine days before he could prevail upon any person to convey it to Caen to be interred, where it was left in the street, the people having all ran away to quench a fire. When brought to the grave, the funeral was forbad till the ground was paid for. The grave was too small, the body burst, and the people ran away a third time. One hundred years afterwards, some drunken soldiers, in search of treasure, dug up the remains, but finding none, they scattered the ashes and the bones about the burial ground!

treating evil Ministers, particularly the Bishop of Durham, who being raised from a base condition by *bayer means*, became chief minister to his brother William. His charter, in which he abolished all bad customs, is a bold proof that his love for the people was substantial *.

Stephen's reign was taken up with intestine broils and contests with the Empress Maud and her son.

Henry the Second, who succeeded to the Crown, was the first of the Plantagenets. His dominions of England, in France, and of Ireland (which he conquered) were so equally divided by the two seas, that they may be said to have ran as a great river between them. He maintained a very large navy, with which he secured those seas. So powerful was his navy, and so well appointed, that although he had a great part of the naval force under his own command upon the first expedition against King Louis of France †, yet when the Earls of Bolloign and Flanders attempted to make a descent upon England with 600 sail of stout ships, there remained sufficient force under the High Admiral Lacy, who was made Regent, to baffle their attempt and punish their temerity; nor was the French expedition in the least deranged. Thus we behold of what immense consequence a strong navy, brave tars, and able commanders, is to the honour and safety of our country, yea to its very existence.

The unnatural conduct of his two sons, and his two brothers, Richard and John, proved a sad alloy to all Henry's human greatness. The beautiful but miserable Rosamond was one of this meretricious King's numerous fair companions, by whom he had nineteen base children.

After the Royal crusader, Richard the First's return from that mad and ruinous expedition, he was re-crowned, and to revenge an insult offered by Philip of France against Normandy in his absence ‡, he passed into France with two hundred sail of very stout ships, full of horsemen and valiant archers, which so frightened the French, that the commander raised the siege of Vernuil and ran away. Richard in return committed great depredations. After this he fitted out one hundred sail of ships for Normandy, to chastise the rebellions of his brother John, and the Barons of Poitiers, and was shot with an envenomed arrow, of which he died, in the tenth year of his reign.

* Art. II. "Et omnes males consuetudines, quibus Regnum Angliæ iniuste opprimebatur, in de Aufero, quas malas consuetudines in parochiis ponq."—Mat. Paris, p. 55.

† Upon this occasion, Malcolm, King of Scotland, and a Welch King, with the Earls of Normandy, Aquitain, Anjou, and Gascony, accompanied him.

‡ Here we perceive, that during the six reigns, all the foreign wars, and many of the domestic broils, sprung from one and the same cause, namely, the fatal and destructive continental connections.

We now arrive at the reign of King John, who, notwithstanding all the dreadful perturbations of his time, hath carefully recorded in the Ordinances of Hastings*, the duty of salutation, which anciently had been paid by foreign vessels, as well as natural born subjects, to the Royal British Flag. The record is preserved in the Tower, and copies of it in Matthew Paris and Selden's *Mare Clausum*. It is exactly of eight hundred years standing, and the following is the translation: "*Item, If a Lieutenant in any voyage, being ordained by Common Council of the kingdom †, do encounter upon the sea any ships or vessels, laden or unladen, that will not strike and veil their colours (bonnets) at the commandment of the Lieutenant of the King, but will fight against them of the fleet, that if they can be taken they shall be reputed as enemies, and their ships, vessels, and goods taken and forfeited as the goods of enemies, although the masters or possessors of the same should come afterwards and allege that they are the ships, vessels, and goods of those persons who are friends to our Lord the King; and that the common people in the same ships be chastised by imprisonment of their bodies, at discretion of the King, for their rebellion.*"

And here we must observe, that if the greatest caution had been used at the late unpleasant disagreement with the Court of Denmark, to confirm and sustain by a law the honour of our Sovereign and the National Flag, it seems impossible that it could be more closely or effectually applied, than this law of eight hundred years standing (and then only a recognition of still older well-known rights and laws) is to the late crisis of affairs, and the immensely important question agitated at that awful conjuncture.

The unfortunate King John was now in full possession of the British Seas, confirmed by precedents for a long series of years, which he fully maintained. The greater part of this reign was what Pope calls "a regular confusion;" but from this domestic and foreign perplexity sprang the glory of the English law; Magna Charta, the golden anchor ‡ of ancient British liberty §; at the confirmation of which,

* *Inter. Leg. Marinae sub ure anni regni Regis Johannis Secundi.*

† The authority of Parliament was infinitely superior at that time, compared with the present; and it also indubitably shows that there were Parliaments long before the 49th Edward III. when the records begin.

‡ Lord Bacon.

§ Lord Coke says, as the refiner carefully sweeps up all the dust, and extracts the precious metals from it, so ought the good and diligent lawyer to preserve every line and syllable of the Great Charter.

in Runney Mead (the Mead of Council) the 15th of June 1215, on the part of the King, were two Archbishops, seven Bishops, and fifteen Peers; but on the part of the people, the Barons and great men were innumerable *. The balance of power and politics was at this era held by the citizens of London †.

Edward the First was a wise and victorious Prince ‡. During his thirty-four years reign, he maintained the empire of the British seas with a steady and unerring hand. The statutes passed in his reign fully prove that he was by no means the dupe of the clergy §.

During this reign a document appears, containing a solemn adjudication, that never was or can be contradicted, in which ALL the maritime and commercial nations in Europe confirm the ancient Rights of the British Flag over the narrow seas. The record is too diffuse to insert, but the following is a faithful account of it || :

During the reign of Philip the Fair, King of France, a war broke out between him and Guy, Earl of Flanders. Grimbald, then Admiral of France, captured or despoiled all the Earl's merchant ships which his fleet found in the narrow seas. The nations of Europe complained of this infringement of the law maritime. Philip and Edward caused a meeting at Westminster of certain Judges, chosen by the Proctors, Prelates, and Nobility of all England and France; and unto these were joined the suffrages of the following maritime nations: Genoa, Catalonia, Spain, Almain, Zealand, Holland, Friezland, Denmark, and Norway, and other States of less note. After long and solemn consultation, the Assembly ALL jointly declared and affirmed, that, without all controversy, the Kings of England and their predecessors, beyond the memory of man, have had the Supreme Government of the English Seas and the Islands thereof.

* Totius Nobilitas Angliæ in unum collecta. M. Paris, p. 256.

† London-bridge was now built with stone. In 1216, when the King marched to London to besiege it, the citizens manfully threw open their gates; but when he beheld their courage and their numbers, he with great difficulty retreated. The citizens at that time knew the value of liberty, and the Great Charter which confirmed it. In this year the Londoners with their own ships utterly destroyed sixty-five pirates, which the King had hired to block up the Thames.

‡ He conquered all Wales and Scotland; the latter four times.

§ The law against ravishment makes it felony to commit a rape upon a laywoman, and only a trespass to commit the same crime upon a Nun. 3d Edw. 1. Cap. 13 and 33. The latter is omitted in the Statute Book. The Statutes of Northmain, which restrain persons from giving lands to the church, was a very severe check upon the pride and insolence of the dignified clergy. 2th, 31st, and 4th of Edw. 1.

|| Rel. Abridg. 528.

They further adjudged, that Grimbald's patent was an *usurpation* upon the King of England's dominion. It was also further decreed, that the French Admiral should make satisfaction, and if he proved unable, that King Philip, his master, should.

Here, is an universal consent of every neighbouring nation, which forms a stronger basis to this Right of the British Flag than the Laws of Oleron, or all the laws that ever were, or could be enacted by individuals who were interested. The extent of this right is the Four Seas, from Cape Finisterre, in the west, to the middle point of the Land Van Staten, in Norway *.

The Empire of the Narrow Seas was now acknowledged and confirmed by all Europe.

Edward III. ascended the throne in 1326. Early in his reign he listened to the voice of his people; and as Roger Mortimer, Earl of March, the Queen Dowager's paramour, had been the author of most of the evils which the nation endured in the preceding reign, Edward punished him in an exemplary manner.

Edward claimed the Crown of France in the right of his mother, Queen Isabel, the sister to Charles, King of France, in whom the masculine line of Hugh Capet failed. Philip, the uncle by affinity, seized the French diadem, and at a solemn assembly of the French Parliaments it was decided, that, by the *Salique* law, Edward was not eligible†. A war was the consequence.

The first action was naval. Philip had fitted out seven hundred sail of ships to invade England; Edward equipped a fleet equally powerful, and sent a message to the enemy not to dare to hoist the French flag in the British Channel.—Philip's fleet was consecrated by the Pope, like the Spaniards of 88; but Edward's navy was commanded by himself, and directed by an immortal Deity, the wind

* Queen and Sir John Constable's Case, 29th Eliz. reported by Leonard, b. 3, part 72.—Selden de dom. Maris, l. 2. c. 14, 27, 28. 4th Institute, p. 1402. Burroughs, fol. 42.

† Philip also wanted to strip Edward of his patrimonial territories in France. *Salique*—A law which Michael Drayton, in *Poly-Albion*, says every body speaks of, but few or none understood—an ancient and fundamental law of France, by which the Crown cannot fall from the lance to the distaff, *i. e.* be inherited by a woman. In fact, neither Edward or Philip had any just right to the Crown, for Queen Joan, the dowager of the late King Charles, was left with child, which proved a female, and being named Blanch, was afterwards Duchess of Orleans. Added to that circumstance, Hugh Capet, the founder of that family, from whom both the Kings formed their claim, was himself an usurper of the French Crown.

and sun being in his favour. The whole French navy perished, with above thirty thousand men. With this most memorable action we dismiss the historical part of the inquiry. Let us now consider the effect of the dominion and superiority over the narrow seas. Sovereigns cannot alienate this right, because it is not simply their *own*, but it really appertains to the whole empire, and the dereliction of the most slender part of it might in the event prove fatal.—First, Such as are born within this regal jurisdiction are natural-born subjects of England.—Secondly, The right of prescribing laws and rules for navigation to the vessels of strangers, as well as those of the English. This most evidently appears by the solemn and authentic record between Edward the First and Philip the Fair of France, and all the other maritime nations, which we have quoted.—Thirdly, The regality of fishing.—Fourthly, The power of imposing customs and other impositions upon those who navigate.—Fifthly, The right of restricting the navigation in part, or altogether. These are some of the effects resulting from a real and absolute Sovereignty. The latter consideration induced Henry VIII. to introduce a *port-cullis* into the Royal Banners of the Navy. The glorious Elizabeth followed her father's example, and stamped a *port-cullis* upon those dollars which were intended for the East India trade, both those Monarchs intimating their power to shut up the narrow seas as they thought fit. Elizabeth maintained this right so strictly*, that when the King of Denmark and the Hanseatic Towns solicited her Majesty's permission to transport corn into Spain, she refused them; and when a Protestant fleet of the Hanse Towns, notwithstanding the refusal, presumed to do so, she ordered her fleet to *seize, take, burn, and destroy* them; which was executed within sight of Lisbon.—This Queen justified her conduct in a Manifesto, stating, "that they had not only relieved her enemy with provision, but had *presumptuously* made use of *her* seas, without obtaining her *Royal* permission."

After these irrevocable proofs, let no nation on earth dare to dispute the RIGHTS of the ROYAL BRITISH FLAG to the end of time.

* 40th Eliz. June 30, A. D. 1598. Portugal was then under the dominion of Philip II. King of Spain.

CRITICAL REMARKS

ON

THE OFFICIAL VERACITY OF THE FRENCH;

PARTICULARLY IN RESPECT TO NAVAL TRANSACTIONS.

Illustrated by Extracts from the Public Letters of Captain Dixon and Admiral Decres.

THAT the defence of *Le Guillaume Tell* was creditable to the French, appeared sufficiently from the account given in our *Gazette Letters* *. Captain Dixon, of the *Lion*, in his account of the capture of this admirable vessel, says, "The French ship of war, *Le Guillaume Tell*, of 86 guns, and 1900 men, bearing the flag of the Contre-Admiral Decres, surrendered, after a most gallant and obstinate defence of three hours and a half, to his Majesty's ships *Foudroyant*, *Lion*, and *Penelope*."

With this lesson of more than justice, of high liberality, before his eyes, the Republican commander, a month after, has given an account, the errors of which, a Briton, feeling for the slandered character of his country, naturally endeavours to correct.

The French Admiral, treating of the fire, during the night, of the *Penelope*, Captain Blackwood, whose merit is beyond our praise, says, that at five o'clock in the morning (March 30, 1800), it occasioned him to lose his *main top-mast*.

The subsequent contradictions respecting the time at which Admiral Decres mentions that the fore and main-masts of his ship were carried away, together with her having, at half past eight o'clock sustained "the united fire of three sail of the line," instead of two of the line and a frigate, though important, by showing that this officer did not write from book, we pass without a comment, confining our investigation to the most material passages in a statement which represents our brave defenders as a parcel of poltroons.

We might here observe, that the admitted veracity of our naval narrations, leaves little to be apprehended in the eye of Europe on a contrast with the proverbial *poetical licence* of the French; even before the memorable 1st of June, when, in accounting for the absence of the numerous ships we had taken from them, it was asserted, that they had been dispatched *in pursuit of the flying English*; but we wave the question of national character, and go to the mere consistency of the French Admiral's own statement. He says, that at the *expira-*

*-Vol. III. page 500. Also page 508, for minute particulars, in a letter from on board the *Foudroyant*, Captain Sir Edward Berry, dated Syracuse, April 2, 1800.

tion of three-quarters of an hour's fight, he, in the second attempt to board, run his bowsprit in the shrouds of the *Lion*; whilst Captain Dixon mentions this event to have taken place at the very commencement of the action, *owing to his* (Captain Dixon's) endeavour to place the *Lion* in the advantageous position which she in consequence obtained. Continuing, however, to suppose that the statement of each officer deserved an equal degree of credit, and even that Captain Dixon could desire, or would dare to tell a falsehood, which not only every man in his own ship, but in each of our two others, could and *would* have disproved, it requires all Admiral Decres' ingenuity to reconcile other parts of his statement. He says, that being within *pistol-shot* of the *Lion*, and her fire slackened, he perceived that there was NOT A SINGLE PERSON ON THE QUARTER-DECK; and that he failed in his attempt to board *owing to the precautions of the enemy*. Where, we would ask the narrator, could precautions be adopted, except upon the quarter-deck, in which place not only the ship is steered, but some of the principal sails are directed; and how could precautions be made if there was not a *single person* to make them? admitting, as in other instances, for the sake of argument, the probability that the quarter-deck of a British ship of the line, with an enemy almost touching her, should have been entirely deserted. He says that "the *Lion*, *without a single sail, her rigging cut to pieces, and her mast ready to go by the board, was compelled to fall back, without firing a single cannon; the William Tell for some minutes pursued her.*" How, we would again ask, in the wholly ungovernable state in which the *Lion* is here represented, was it possible she could successfully retire from a ship so near her, and which is not stated to have been disabled?

Nor is consistency more attended to in this narration (not written in the heat of the fight, but several weeks after) in the conduct of the *Foudroyant*, so ably commanded by Sir Edward Berry. It appears by the excellent letter from Captain Dixon, that the *Penelope* had, during the night, shot away the *main and mizen-top-masts and main-yard of the enemy*. Admiral Decres says, that at six o'clock the *Foudroyant* was close as possible alongside of him; that in thirty-six minutes the *fore-mast* of the *William Tell* gave way, and at three-quarters past six her *main-mast* shared the same fate. The *sails and rigging* of the *Foudroyant* were *cut to pieces*, and she was for some time *ungovernable*." He continues to observe, "the *Lion*, which had retired from the engagement for more than an hour, had repaired her damage, and returned to the attack on us." Notwithstanding which, with one ship close alongside, and one on each quarter, he says, perceiving that the fire of the *Foudroyant* "*had abated,*" and feeling that without dread of the consequence he was equal to any bold

attempt "WHILE THE SHIP WAS MANAGEABLE," he directed Captain Saunier to seize the first opportunity to board the Foudroyant, "and RUSHING SUDDENLY on her starboard, he crossed her bowsprit. The enemy, judging of our intention, *manœuvred*, in order to prevent our boarding." How, in the name of common sense, was it possible for a ship which, having lost her fore and main-masts and mizen-top-mast, could only set her mizen and mizen-stay-sails, and must have lain nearly as unmanageable as a log upon the water, to RUSH SUDDENLY upon another? And how was it possible for that other, which he represents to be "UNGOVERNABLE," to *manœuvre*?

The William Tell, unquestionably, did more than bear a great deal of beating; she fought gallantly, and had the French Admiral been satisfied with a statement of facts, he would have stood amongst the most prominent of his country for honourable distinction.—As it is, we shall merely observe, that we conceive we should be always compensated for the effect of his valour by a continuance of his present system of proclaiming it.

From the long time our ships had been on service, it is probable that, though with their full complement they would have had about 1,500 men, they actually did not contain a greater number than was on board the enemy; their mode of fighting, therefore, was the most judicious to prevent her escape, and to obtain her ultimate possession with the smallest sacrifice.

The following interesting Particulars of the melancholy Fate of his Majesty's Ship TRINCOMALE, have been received at the India House.

Bombay, Jan. 18.

BY a dingey, which arrived a few days ago, a letter has been received from Mr. John Cramlington, late chief officer of the Pearl, dated Muscat, November 10, containing a confirmation of the capture of that ship, and the melancholy fate of his Majesty's sloop the Trincomale, Captain J. Rowe; the particulars of which are as follow:

"The Pearl left Bushire on the 4th ult. and was proceeding on her voyage with light winds from the W. and N. W. On the 7th, at half past eight in the morning, the great Tomb bearing S. distant about two miles, they were surprised by the sudden appearance of a ship right a-head, and close to them, which it afterwards appeared had been lying at anchor under the great Tomb, and had seen the Pearl at sun-set, but was concealed from the Pearl's view by the land, and the hazy state of the atmosphere.—The two ships soon approached, and Captain Fowler of the Pearl, on hailing the stranger, was answered, "The Swift, Company's cruizer, from Bombay,"

good English; Captain Fowler being hailed in his turn, answered, "The Pearl;" on which the enemy instantly hauled his courses up, and discharged his broadside with a volley of musketry into the Pearl; some guns were without loss of time returned, and Captain Fowler gave orders for getting the tacks down, to trim the sails on a wind, and thus endeavour to escape; with which view Captain Fowler took the helm himself, but was unfortunately soon afterwards killed by an eight-pound shot, which struck him on the breast; the maintop-sail-tye was shot away about the same time, and the ship taken aback; on which the crew all quitted the deck, and the chief officer had no alternative but to surrender, having previously thrown overboard three packets which Captain Fowler had in charge for Government. Six men were killed and several wounded. On the following day the freight-treasure was removed on board the privateer, which proved to be the *Iphigene*, Captain Malroux, from the Isle of France, mounting 22 guns, four of which were 48lb. carronades, the rest twelves and sixes, and 200 men. Mr. Crawlington, with the gunner and some of the crew, were shifted to the privateer. The enemy, elated with his success, had determined to quit the gulf in company with his prize, when on the 10th at midnight, being off the Coins, the Pearl, about two miles a-head of the privateer, fell in with his Majesty's sloop *Trincomale*, and the *Comet* cruizer, who on hailing the Pearl, and not receiving a ready or satisfactory answer, fired into her; on which the privateer fired two guns in that direction, and put about and stood from them, judging one of them to be an English frigate, and that the Pearl was retaken.—Contrary to Capt. Malroux's expectation, however, the Pearl was nearly up with the privateer at day-light in the morning, the *Trincomale* and *Comet* at the same time considerably to windward, bearing down; from which circumstance it would appear, that on the privateer discovering herself by the firing of the two guns, the gallant but unfortunate Captain Rowe left the Pearl to pursue what he probably deemed a more noble object, which he might think had a chance of escaping him, if he lost any time by taking possession of the Pearl.

"About eleven o'clock in the forenoon several shots were exchanged between the *Trincomale* and *Comet*, and the *Iphigene*, but without effect. Light and baffling winds and calms, and the tardy manœuvres necessary under these disadvantages to favour the different views of the respective commanders, the French captain being, no doubt, desirous to avail himself of the assistance of his prize, which was well armed, and Captain Rowe being, in all likelihood, as desirous of separating them, for the same reason, prevented their coming to close action till about ten o'clock on the night of the 12th, when a furious cannonade commenced, which lasted for about two hours: the *Trincomale* and her adversary then fell on board of each other,

and remained in that situation some time, the privateer having her studding-sail boom rigged out, and grappling irons fixed to their extremities, when she engaged. The strength and number of her crew encouraging them to place great confidence in boarding, it appears they were in the act of making an attempt of that kind, when the Trincomale blew up, and every person on board perished, except one English seaman and one Lascar: the ships touching each other at this time, the shock stove in the side of the privateer, and forced the main and mizen-masts clear out of the ship. Mr. Cramlington was then on the orlop, or platform appropriated for the wounded, whom he describes to have been numerous; he consequently had two decks over his head, and the hatchway was suddenly choaked with lumber; but in the midst of this wreck and desolation he providentially, by a ray of light which the moon afforded through the shattered side, discovered a hole in the deck, through which he ascended, and finding a corresponding opening in the upper deck, he, with five or six others, succeeded in extricating themselves from their dismal situation. The Iphigene was at this time going forward, and Mr. Cramlington ran aft over heaps of dead and dying, and jumped overboard, when he made every exertion to swim from the sinking vessel, which soon disappeared; four minutes having elapsed, as near as Mr. Cramlington can guess, from the moment of her receiving the shock. This Gentleman owes his safety to a piece of the floating ruin, by which he supported himself for about two hours and a half, with thirty Frenchmen in a similar situation. The Pearl and Comet were in the meantime firing at each other, which prevented their sending immediate relief to the sufferers; but at length the Comet made sail. The Pearl then sent her boats, and took all the survivors off the wreck. The privateer, according to their own account, lost about 115 men, among whom were the captain, surgeon, boatswain, gunner, carpenter, and seven other officers. By information received from the French survivors, it appears that there were eight privateers fitted out at the Isle of France this year, two of which were intended to cruise on the Malabar coast; one of them a brig, named the General Murat, mounting twenty guns, and a fast sailer. The Iphigene was the other proposed for that cruise, after her visit to the Gulf. A Jew passenger, whom the Pearl had received on board at Bussora, and several of the Pearl's crew, went down in the Iphigene. The Pearl anchored at Muscat on the 15th of October, from whence she soon after sailed for the Isle of France, after landing all the Lascars, Sepoys, horse-keepers, and Seacunnica, retaining the gunner and carpenter."

Sabai Poetry.

STANZAS

*On the Capture of the Foudroyant, of 84 Guns, by the Monmouth,
of 64, Anno 1758.*

AS LOUIS sat in regal state,
The Monarch, insolently great,
Accosts his crouching slaves,
" Yon stubborn Isle at last must bend,
" For now my Foudroyant I send,
" The terror of the waves.

" When once he bursts in dreadful roar,
" And vomits death from shore to shore,
" My glory to maintain ;
" Repenting Britons then will see,
" Their folly to dispute with me,
" The empire of the Main."

He spake, th' obedient sails were spread,
And Neptune rear'd his awful head,
To view the glorious sight ;
The Tritons and the Nereids came,
And floated round the high built frame,
With wonder and delight.

When Neptune thus the Gods address'd :
" The sight is noble 'tis confess'd,
" The structure we admire ;
" But yet this monstrous pile shall meet
" With one small ship from Britain's fleet,
" And strike to Britons' fire."

As from his lips the sentence flew,
Behold his fav'rite sails in view,
And signal made to chase ;
Swift as Camilla o'er the plain,
The Monmouth skimm'd along the Main,
Unrivall'd in the race.

Close to her mighty foe she came,
 Resolv'd to sink or gain a Name
 Which Envy might admire ;
 Devouring guns tumultuous sound,
 Destructive slaughter flam'd around,
 And seas appear'd on fire.

When lo ! th' heroic Gardner fell,
 Whose worth the Muse attempts to tell,
 But finds her efforts vain ;
 Some other bard must sing his praise,
 And bold as fancy's thoughts must raise,
 The sadly mournful strain.

Carket *, who well his place supply'd,
 The mangling bolts of death defy'd,
 Which furious round him rag'd ;
 While Hammick † points his guns with care,
 Nor sends one faithless shot in air,
 But skilfully engag'd.

Baron ‡ and Winzar's § conduct show'd
 Their hearts with untam'd courage glow'd,
 And manly rage display'd ;
 Whilst every seaman firmly stood,
 'Midst heaps of limbs and streams of blood,
 Undaunted, undismay'd.

Austin || and Campbell ** next the Muse
 Thro' fiery deluges pursues,
 Serenely calm and great ;
 With theirs' the youthful Preston's †† name
 Must shine, enroll'd in list of fame,
 Above the reach of fate.

Hark ! how destruction's tempests blow,
 And drive to deep despair the foe,
 Who trembling fly asunder ;
 The Foudroyant her horror ceas'd,
 And whilst the Monmouth's fire increas'd,
 Lost all her pow'r to thunder.

* First Lieutenant of the Monmouth.

† Second ditto, who commanded the lower gun-deck.

‡ Third ditto ditto. § Fourth ditto ditto.

|| Captain of Marines. ** Lieutenant of soldiers.

†† Lieutenant of Marines.

Now haughty Louis cease to boast,
 The mighty Foudroyant is lost,
 And must be thine no more ;
 No gasconade will now avail,
 Behold he trims the new-dress'd sail,
 To deck Britannia's shore. .

If e'er again his voice be heard,
 With British thunder-bolts prepar'd,
 And on thy coast appears ;
 His dreadful tongue such sounds will send,
 As all the neighb'ring rocks shall rend,
 And shake all France with fears.

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 VERSES

ON LAUNCHING A SHIP OF EIGHTY GUNS AT CHATHAM.

**W**HILE acclamations rend the vaulted skies,  
 The vast mass moves—and swift as light'ning flies,  
 The crowd affrighted, shun its smoking course,  
 Admire its form, and dread th' impetuous force ;  
 Beneath its weight the lab'ring shore gives way,  
 And yields its passage to the subject sea,  
 Smote by its fall, the waves on either side,  
 Break, foam, and whiten the receding tide.

Go, pompous fabrick, spread the op'ning sail,  
 Display thy pomp and glitter in the gale,  
 Britannia's cross to distant regions show,  
 Far as the billows roll, or breezes blow,  
 And let thy thunders teach her foes to yield,  
 To her the empire of the azure field.

So when led on by valiant Jason's power,  
 Greece bent her vengeance to the Colchian shore,  
 Dodona's grove (Jove's consecrated wood),  
 Forsook its place, and rush'd into the flood ;  
 In vain wild Boreas from his cave withdrew,  
 And to his lov'd Nerea's succour flew,  
 The victor vessel all his efforts braves,  
 Sustains the tempest, and subdues the waves,  
 Thro' dangers joys its steady way to keep,  
 And awes the god whose trident rules the deep.

# Gazette Letters.

ADMIRALTY-OFFICE, SEPT. 20.

*Copy of a Letter from the Earl of St. Vincent, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated on board his Majesty's Ship Ville de Paris, at Sea, the 4th instant.*

SIR,

I herewith transmit a letter which I have received from Captain Fayerman, of his Majesty's ship Beaulieu, giving an account of his having captured the Dragon French Letter of Marque, from Guadaloupe bound to Bourdeaux.

I am, Sir, &c.

ST. VINCENT.

MY LORD,

*Beaulieu, at Sea, Aug. 27.*

I have the honour to inform your Lordship, that I captured in his Majesty's ship under my command this morning (his Majesty's sloop Sylph in company), the Dragon, a very fast sailing copper-bottomed sloop letter of marque, from Guadaloupe to Bourdeaux, laden with sugar, coffee, and cotton, out thirty-two days, and am now hastening to go in chase of a ship and a schooner.

I have the honour to be, &c.

*The Earl of St. Vincent, K. B. &c.*

F. FAYERMAN.

ADMIRALTY OFFICE, SEPT. 19.

*Copy of a Letter from Vice-Admiral Lord Keith, K. B. Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated on board the Minotaur, in Leghorn Roads, 3d Aug.*

SIR,

The inclosed letter received by me from Captain Ballard, of his Majesty's ship Pearl, will inform their Lordships of a gallant and successful attack made by the boats of that ship on two Spanish xebecs and six small vessels under their protection.

I have the honour to be, &c.

KEITH.

MY LORD,

*Pearl, off Mahon, July 23.*

The 20th instant, being of Couronne, in his Majesty's ship under my command, the boats with their gallant crews, under the direction of Lieutenant Crawley, captured two Spanish xebecs, one mounting eight guns, and six settees, mostly armed and deeply laden. Five of them anchored with me here this day, and the other three I was obliged to scuttle, owing unfortunately to a gale of wind coming on, by which, I am sorry to say, James Parker, scaman, was drowned, and the most valuable boat I had (the yawl) sunk.

I have the honour to be, &c.

S. J. BALLARD.

ADMIRALTY OFFICE, SEPT. 20.

*Copy of a Letter from Captain Price, of his Majesty's Ship Badger, to Evan Nepean, Esq. dated at St. Marcou, Sept. 16.*

SIR,

I beg leave to represent to you, for the information of their Lordships, the account of a very gallant action performed yesterday by two of the boats belonging to his Majesty's gun-vessel, within four miles of the West Island, under the command of Lieutenant M'Cullen, of the Marines.

About two P. M. of the 15th, I observed a long lugger between Issegney and us, and thought I could cut her off from La Hogue; I directed Lieutenant M'Cullen, with twenty-four picked men in my ten-oared galley and six-oared cutter, to endeavour to board her, and directed Lieutenant Stevens (by signal) to ship and cover the boats with his Majesty's gun-brig Sparkler, then for all boats manned and armed to support the leading boats.

The service was so well performed, that the Sparkler took the fire of two batteries of two twenty-four-pounders and two twelve-pounders, which prevented its being directed against the boats: the lugger perceiving the boats determined, lowered her sails, rowed on shore, cut away all her masts and rigging, and got on shore; our cutter immediately boarded her under the fire of several hundred musquetry, and towed her off. She proves to be *La Victoire* privateer (row-boat), Captain Barrier, belonging to Boulogne, mounting four swivels, rows twenty-six oars, quite new, from appearance had at least forty men on board; she is sixty feet long, nine feet beam, and the completest boat for the service of the islands that could possibly be constructed.

In performing this, I beg you will mention the gallant manner Lieutenant Stevens ran the gun-brig into two-fathom water; kept up a continual fire for one hour under the batteries, which diverted their fire from the boats; Lieut. McCullen, of the Marines, who so determinedly led the boats; and the good conduct of the twenty-four men, who so well performed the service; and, from the continual fire of musquetry, I am happy to find so small a loss as my gunner's mate (Joseph Silk) wounded by a musquet-ball in the shoulder. The Sparkler has received no other damage than a few shot through her sails, and some of her rigging cut.

I am, &c.

CHARLES P. PRICE.

ADMIRALTY OFFICE, SEPT. 23.

*Copy of a Letter from Admiral Sir Hyde Parker, late Commander in Chief of his Majesty's Ships and Vessels at Jamaica, to Evan Nepean, Esq. dated on board the Trent, at Spithead, the 19th inst.*

SIR,

I have the honour to enclose, for the information of the Lords Commissioners of the Admiralty, an account of armed vessels and merchant vessels which were taken, sunk, or destroyed by his Majesty's squadron under my command, from the 20th day of May to the 3d of August last, the day I sailed from Jamaica.

I am, Sir, &c.

H. PARKER.

*An Account of Armed Vessels captured, detained, or destroyed since the 20th of May, 1800.*

Diligent, French National Corvette, mounting twelve long twelve-pounders, and 130 men: taken by the *Crescent*.

Spanish Felucca *Del Carmen*, mounting two four-pounders, and 30 men; destroyed by the *Bonetta*.

Spanish gun-boat, mounting two guns: taken by the *Rattler*.

Row boat privateer, with small arms, and nineteen men: taken by the *Quebec*.

Spanish Felucca privateer, mounting one gun, and thirty-five men: taken by the *Melampus*.

Spanish ship of war, eighteen guns, 110 men, with a valuable cargo: taken by the *Apollo*.

[Here follows an account of merchant vessels captured, detained, or destroyed, since the 20th of May, 1800, amounting to 87.]

ADMIRALTY OFFICE, SEPT. 23.

*Copy of a Letter from Vice-Admiral Lord Hugh Seymour, late Commander in Chief of his Majesty's Ships and Vessels at the Leeward Islands, to Evan Nepean, Esq. dated at Port-Royal Harbour, Jamaica, the 1st of August, 1800.*

SIR,

Herewith you will receive, for the information of the Lords Commissioners of the Admiralty, an account of the vessels captured and re-captured, as well as a list of those which are detained upon suspicion, between the 27th day of May, 1800, and the 20th day of July following, by the ships of the squadron lately employed under my command at the Leeward Islands, amounting together to sixty-two sail, of which fourteen were enemy's privateers, eight

trading vessels, five re-captured English vessels, twenty-six re-captured American vessels, nine detained on suspicion, under neutral colours.

I am, Sir, &c.

H. SEYMOUR.

[Then follows an account of vessels captured, retaken, and detained on suspicion by the squadron of his Majesty's ships employed at the Leeward Islands, between the 27th of March, 1800, and 20th of July following, amounting to 62.]

ADMIRALTY-OFFICE, OCT. 4.

*Copy of a Letter from Vice-Admiral Lord Keith, Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated on board the Minotaur, in Leghorn Roads, the 10th of July 1800.*

SIR,

I enclose a copy of a letter from Captain Halsted, of his Majesty's ship *Phoenix*, acquainting me with the interception of the French National vessel *La Revanche*, from Toulon, with dispatches and provisions for Malta; and have the honour to be, &c. &c. &c.

KEITH.

MY LORD,

*Phoenix, at Sea, June 18, 1800.*

I beg leave to acquaint your Lordship, that early yesterday morning, being off the Hieres Islands, and little wind, I sent Lieutenant Thompson, with the boats of his Majesty's ship *Phoenix*, in chase of a small vessel standing in for Hieres Bay; and at nine A. M. they captured her. She proved to be *La Revanche* French National vessel, coppered, mounting four carriage guns and four swivels, with twenty-seven men, partly laden with brandy, wine, cheese, and pork, two days from Toulon, and bound to Malta with dispatches, which were thrown overboard.

I am sorry to add, that in capturing the above vessel we lost one man; and unfortunately this morning, it blowing strong, she overset, but happily no lives were lost.

I have the honour to be, &c.

Right Hon. Lord Keith, K. B.

L. W. HALSTED.

Vice-Admiral of the Red, &c.

ADMIRALTY-OFFICE, OCT. 11.

*Copy of a Letter from Captain George Martin, of his Majesty's Ship Northumberland, to Evan Nepean, Esq. dated off St. Paul's, the 5th Sept.*

SIR,

As my Lord Keith is now at Mahon, and it may be some time before he has an opportunity of communicating with their Lordships, I have the honour to enclose a copy of my letter to his Lordship, giving an account of the surrender of the French garrison of La Valette, and one of the 29th August, acquainting him of the capture of La Diane French frigate.

I am Sir, &c.

GEORGE MARTIN.

MY LORD,

*Northumberland, off Malta, Sept. 5.*

I have the honour to acquaint you, that the French garrison of La Valette surrendered yesterday to the allied forces serving at Malta, and to enclose the copy of the Articles of Capitulation.

I have not yet been able to obtain an account of the ordnance and stores in the garrison; the moment it can be procured I will transmit it to your Lordship.

I enclose a list of the ships and vessels found in the harbour.

I have the honour to be, &c.

(Signed)

GEORGE MARTIN.

To the Right Hon. Lord Keith, K. B.

Commander in Chief, &c.



*A List of Vessels found in the harbour of La Valette, when the Place capitulated.*

L'Atenian, Maltese ship of sixty-four guns, in good condition.  
 Le Dego, Maltese ship of sixty four guns, not in a state to proceed to sea.  
 La Cattagenoise Maltese frigate, not in a state to proceed to sea.  
 Two merchant ships, wanting repair.  
 One brig, fit for sea.  
 One xebec and two other small vessels.  
 Five or six gun-boats, not fit for service.

MY LORD,

Northumberland, off St. Paul's, 29th Aug. 1803.

I have the honour to acquaint you, that the frigates La Justice and La Diane sailed from the harbour of La Valette on the night of the 14th, and were immediately pursued by his Majesty's ships off that port; and that the latter, after a chase of some hours, and a running fight with the Success, struck to that ship, the Genereux, and Northumberland. La Justice, I am sorry to add, escaped under cover of the night, and has not since been heard of.

La Diane mounts 42 guns, eighteen and nine-pounders, but had only 114 men on board, having left the remainder to assist in the defence of the garrison.

I have the honour to be, &amp;c.

(Signed)

GEORGE MARTIN.

The Right Honourable Lord Keith, K. B.

Commander in Chief, &amp;c.

ADMIRALTY-OFFICE, OCT. 21.

*Copy of a Letter from Vice-Admiral Lord Keith, Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated Foudryant, Gibraltar-Bay, Sept. 15, 1803.*

SIR,

My letter of the 11th instant, will have acquainted their Lordships of my having formed the resolution of attempting an enterprise against two armed vessels, reported to be receiving stores in the Road of Barcelona for the relief of Malta. I have now the satisfaction of informing you, that this service has been very judiciously arranged by Captain Louis of the Minotaur; and most gallantly and successfully executed by Captain Hillyer of the Niger, and Lieut. Schomberg of the Minotaur, in the boats of these ships, as will appear by the report made to me thereon by Captain Louis, a copy of which is herewith inclosed. I have no doubt that their Lordships will justly appreciate the merits of the Officers by whom this gallant and enterprising service has been performed.

I have the honour to be, &amp;c.

KEITH.

MY LORD,

Minotaur, Sept. 6.

Knowing how anxious and desirous your Lordship was, as well as the service to my country, by cutting out or destroying the two corvettes, lying in Barcelona Road, mentioned in your Lordship's orders to Captain Oliver; and, in order to check the two ships sailing upon this intended Secret Expedition, induced me to persevere in the following attempt:

On the evening of the 3d inst. after having delivered Captain Hillyer of the Niger his orders to join your Lordship, a breeze sprung up from the westward, with every appearance of a close night. I again called him on board, with the signal at the same time to prepare boats. Captain Hillyer and Lieutenant Schomberg volunteered the service, assisted by Lieutenants Warrant, Lowry, Lieutenant Healy of the Niger, Mr Reid, Master, and Lieutenant Jewell of the Marine. The boats left the Minotaur about eight o'clock in the evening. The firing began from all quarters at near nine; about ten o'clock I had the pleasing satisfaction to see two ships dropping out of the Road under a heavy fire from the ships, four strong batteries, ten gun-boats, two schooners, with two forty-two pounders each—the fort of Mount Joni the same time throwing shells. The Minotaur and Niger were well placed in good season to cover the party. The

service was performed throughout with an enterprising spirit, good conduct, and in a gallant style. The loss, which I shall inform your Lordship, of killed and wounded, fell principally upon two boats, not great, when compared to the situation the number of boats, and so many men, were placed in for a considerable time.—The ships about eleven o'clock were perfectly free from the fire of the enemy's batteries and gun-boats, the men of war checking the movements of the latter: the ships captured, named *Conception*, alias *Esmiralda*, and *La Paz*, about 400 tons each, mounting 22 brass guns, twelve and nine-pounders, laden with provisions and stores, &c. supposed for Batavia, and on Dutch account; they were to have taken 300 troops of the regiment of Batavian Swiss on board from the Island of Majorca. I found several Dutch officers on board the *Esmiralda*. The officers and several of the men of *La Paz*, during the action, quitted her in boats. *La Paz* is a very fine ship, quite new, never at sea before, sails remarkably well, and I make no doubt your Lordship will find her in all respects calculated for his Majesty's service; the *Esmiralda* is also a very fine ship. I beg leave strongly to recommend to your Lordship's notice Captain Hillyer and Lieutenant Schomberg; their services upon this occasion deserve the first attention and highest praise; at the same time I cannot pass without notice the general good conduct of every officer and man serving under my command.

I herewith send the list of killed and wounded.

I have the honour to be, &c. &c.

THOMAS LOUIS.

*Vice-Admiral Lord Keith, Commander  
in Chief, &c. &c.*

*List of Killed and Wounded.*

*Minotaur*.—Mr. Reid, Master, slightly wounded.

*Niger*.—Two seamen killed; four seamen and one marine (since dead), wounded.

*Killed and Wounded on board the Enemy's Ships.*

*La Paz*.—One seaman killed; four seamen wounded.

*Esmiralda*.—Two seamen killed; seventeen seamen wounded.

(Signed)

THOMAS LOUIS.

ADMIRALTY OFFICE, OCT. 14.

*Copy of a Letter from Vice-Admiral Lord Keith, K. B. Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated on board the Foudroyant, at Sea, 3d Sept. 1800.*

SIR,

I have the honour of inclosing, for the information of their Lordships, a list of merchant vessels and others, captured by his Majesty's ships on this station, under my command, so far as the same have been reported to me since my last return.

I have the honour to be, &c.

KEITH.

[Here follows a list of merchant vessels captured by his Majesty's ships and vessels on the Mediterranean station since the last return, so far as the same have been reported to the Right Hon. Lord Keith, K. B. Vice-Admiral of the Red, Commander in Chief, &c. &c. except those of which returns have been already transmitted, amounting to 34.]

## FRENCH MARINE.

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**I**N a former part of this Work, we presented to our Readers a variety of new regulations then adopted for encouraging the French Marine \*, and remarked that it appeared to be the intention of the ruling Powers there, to continue actively employed on that head until its regeneration should be complete : since our publication of those papers, the following Articles have been decreed by the Councils of the Republic ; the principles of which our Readers may wish to be acquainted with, as affording an insight into their proceedings :

**ART. I.** The Gunnery Department shall be composed of three ranks of Marine officers, *viz.* an Aid-Gunner, a Second Master, and a Master Gunner. There shall be three classes in each of these ranks.

**II.** No one shall obtain the station of Aid-Gunner who has not received a year's instruction in the Theoretical Schools of Gunnery, unless he has obtained a certificate of merit, and fulfilled the other conditions required by the law respecting the promotion of seamen.

**III.** First-rate seamen, who in time of war shall have served twelve months as loaders on board ships of the Republic, may be made Aid-Gunners, though they have not been at the Theoretical Schools, nor obtained a certificate of merit.

**IV.** Seamen who shall obtain the rank of Aid-Gunner, shall, at first, have only the pay of the third class of that rank ; the farther increase shall be according to the rules established for promotion in the Marine Service.

**V.** Half the number of Masters, Second Masters, and Aid-Gunners necessary for the armament of ships and other vessels of the Republic, shall be taken from the seamen who have attained rank from their service.

The 6th and 7th Articles relate to their comparative ranks with Officers of the Artillery.

**VIII.** There shall be maintained in the different ports of the Republic fifty-four Master Gunners.

*Their Pay will be divided into four Classes.*

|                      |           |              |
|----------------------|-----------|--------------|
| 3 of the first, at   | - - - - - | 1080 francs. |
| 5 of the second, at  | - - - - - | 960          |
| 23 of the third, at  | - - - - - | 840          |
| 23 of the fourth, at | - - - - - | 720          |

\* See Official Papers, Regulations, &c. page 139.—and Essays on the Cause of the Naval Superiority of the English over the French, by French Authors, pages 142—146 222—226. Answer to ditto, 227—229.

*They shall be distributed as follows :*

|            | Brest. | Toulon. | Rochefort. | L'O ent. | Le Havre. | Dunkirk. | Total. |
|------------|--------|---------|------------|----------|-----------|----------|--------|
| I. Class.  | 1      | 1       | 1          | 0.       | 0         | 0        | 3      |
| II. Idem.  | 2      | 1       | 1          | 1        | 0         | 0        | 5      |
| III. Idem. | 9      | 5       | 5          | 2        | 1         | 1        | 23     |
| IV. Idem.  | 9      | 5       | 5          | 2        | 1         | 1        | 23     |
|            | 21     | 12      | 12         | 5        | 2         | 2        | 54     |

Their destination may be changed as the exigency of the service may require.

IX. The Master Gunners maintained shall be attached to the park of artillery, and employed there in the different details of the service. They may, nevertheless, be embarked to discharge the functions of First Masters on board the ships of the Republic when the Maritime Prefect may think necessary. They shall have the rank of Subaltern Adjutants, and not change their uniform.

X. The places of Regular Master Gunners shall be given to Master Gunners of the Maritime Inscription, having the rank of Master of the First Class, able to read and write, and who shall be distinguished for their talents, their services, and their good conduct.

XI. When the place of a Master Gunner maintained in a port shall be vacant, the Maritime Prefect shall make it known to the officer of the administration of the Maritime Inscription employed in the circle of the prefecture. The latter shall without delay send him the state of service, and justificatory pieces of the Master Gunners who shall have sufficient pretensions to the vacant place. The chief of the park shall also send him those of the Master Gunners domiciliated in the port. These shall be examined by a council under the presidency of the Maritime Prefect of the port, and composed of the Military Chief, the Chief of the Park of Artillery, the Chief of the Administration, and two Naval Officers named by the Maritime Prefect. The Council shall make choice by the absolute plurality of suffrages of the three candidates who unite the best titles to their favour. The Maritime Prefect shall send the list, together with his opinion to the Minister, who shall nominate the person whom he shall judge intitled to the preference.

#### COMPANIES OF APPRENTICE GUNNERS.

XIII. There shall be maintained, for the instruction of young seamen, four companies of apprentice gunners—two at Brest, one at Rochefort, and one at Toulon. Each of these companies shall be composed as follows :

- 1 Chief of Company—Captain of Artillery.
- 2 Subaltern ditto—Lieutenants of Artillery.
- 4 Regular Master Gunners.
- 4 Master Gunners—not Regular.
- 8 Second Masters.
- 16 Apprentices—Chiefs of Squadrons.
- 104 Apprentice Gunners.

Amongst whom are two officers and four regular Master Gunners, besides 552 men, eight Officers, and sixteen Regular Master Gunners.

XIV. There shall only be admitted into these companies, in quality of Apprentice Gunners, young seamen from eighteen to twenty years of age.

Those who announce a disposition for the sea service, and know how to read and write, will have the preference.

XV. There shall be chosen from the apprentices sixteen of those most distinguished for their application and good conduct, to be Chiefs of Squadrons, with an additional pay of three francs per month.

The Chiefs of Squadrons may be kept for eighteen months in the companies of Apprentice Gunners; but in that case they shall, when their time is out, be capable of a higher promotion than a simple Apprentice Gunner.

XVI. The Apprentice Gunners shall remain at the Theoretical School of Gunnery for a year, then sent to quarters, and their places filled up by others; but in such a manner, that no whole company shall be received at a time.

XVII. They shall be allowed, according to the book of rates, travelling expences, from their quarters to the port of their destination, and back again when their time of service is expired.

The 18th, 19th, 20th, 21st, and 22d Articles, relate to the manner of filling up vacancies.

XXIII. The posts of Lieutenants in the companies of the Apprentice Gunners shall be given to the regular Master Gunners.

When a Lieutenantcy is vacant, the Minister of the Marine shall present to the First Consul a list of the regular Master Gunners, capable of that promotion from the nature of their service; the First Consul shall make choice of the person most proper to be appointed.

XXIV. The vacant places of Captains in the companies of Apprentice Gunners shall be bestowed according to the choice of the First Consul, either on the Lieutenants of these companies, or on officers of the Marine Artillery.

XXV. The promotions of Captains in these companies to the rank of Chief of Battalion, shall be according to the regulations for organizing the Marine Artillery.

XXVI. The pay of each company of Apprentice Gunners shall be regulated as follows:

| DESIGNATION OF RANK.                                  | PAY.     |          |
|-------------------------------------------------------|----------|----------|
|                                                       | Individ. | Total.   |
| 1 Captain, - - - - -                                  | 2500 fr. | 2500 fr. |
| 1 Lieutenant, - - - - -                               | 1500     | 1500     |
| 4 Regular Master Gunners, - - - - -                   |          |          |
| 4 Ditto, not regular, - - - - -                       | 576      | 2304     |
| 8 Second Masters, - - - - -                           | 456      | 3648     |
| 16 Apprentice Gunners, Chiefs of Squadrons, - - - - - | 324      | 5184     |
| 104 Apprentice Gunners, - - - - -                     | 288      | 29,952   |
| Total pay of a company, - - - - -                     |          | 45,088   |
| Pay of the four companies, - - - - -                  |          | 180,352  |

In consequence of the above rate of pay, no supplement will be allowed to any Officers, or Master Gunners employed in these companies.

XXVII. The irregular Master Gunners, Second Masters, and Apprentices, shall have no other food at the expence of the Republic, but twenty-four ounces of bread per day.

Government will be at the expence of barracks and firing, in the same manner as provided for the Subalterns, Officers, Bombadeers, and Gunners of the Marine Artillery.

XXVIII. The Apprentice Gunners shall wear a blue jacket, and a leather cap, with a brass-plate, with an artillery device, which shall be furnished from the general magazine. The price of the jacket will be deducted monthly by an eighth of their pay. The cap will be supplied at the expence of the Republic.

XXIX. The Apprentice Gunners must, on no account, be permitted to sleep out of their barracks, nor more than one half of the Masters and Second Masters.

The three next Articles respect the services in which they may be occasionally employed.

XXXIII. The companies of Apprentice Gunners may also be employed, when the exigencies of the service require it, in working the vessels in the harbour. When they are in a condition to furnish detachments for that purpose, they shall be employed under the orders of the officers of the port, and shall always be led to their work by an Officer, or Master Gunner, who must himself lend a hand in executing such orders as may be given.

XXXIV. They shall be under the same regulations as the troops of the park of artillery.

XXXV. They shall, at stated times, undergo an examination before the Subaltern Chief, and the Adjutant of the Park, and the Officers and Master Gunners of the company. It shall extend to all the theoretical and practical parts of gunnery for which they are designed.

XXXVI. The Chief of the park of artillery shall report such examination to the Maritime Prefect, who is to deliver the certificates of merit, and allow an increase of pay to those who distinguish themselves by their improvement and good conduct.

XXXVII. A statement of such increase shall be sent to the proper officer, and the Chief of the Administration shall send extracts of them to the native places of those who shall have obtained them.

The remaining Articles grant proportionate increases to the superior Officers of the different Classes who shall be found deserving of them.

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Thus far we have collected and presented to our Readers what has already taken place in France relative to the recruiting and spiriting up of their humiliated Marine, not doubting but that whatever energy and effect they may be enabled to give to it, will only add fresh laurels to our gallant tars.

## MONTHLY REGISTER

OF

Naval Events.

## GENERAL OBSERVATIONS FOR OCTOBER.

**H**OWEVER highly the Naval Transactions of Britain, and the conduct of her officers during preceding wars may have tended to raise her consequence, and to inspire foreign countries at once with awe and with admiration, it may be fairly asserted, without the smallest degradation of those very renowned characters who in earlier contests have so splendidly distinguished themselves, that no war has ever been so productive as the present, of exertions, many of them so extraordinary as to become almost incredible. Early in this month, an official account, which had been preceded for some days by the repeated murmurs of the Spanish Gazette, was received of the capture of two Spanish corvettes, cut out of the Road of Barcelona, by some boats belonging to the Minotaur and other ships of war, detached by Lord Keith, from the fleet under his command. The circumstances of the attack were singular and unprecedented: the skill and adroitness with which it was conducted, may challenge the admiration of ages to come, while it may almost defy being surpassed on any future occasion whatever.

It were immaterial to enter into any particular detail of the circumstances attending the transaction, as they will be found sufficiently recorded in the very brief and modest official account transmitted by Captain Louis \*, who superintended and directed the operations; but the conduct of the Spanish Court on this occasion cannot fairly be passed over so silently. Irritated and provoked, as it is not unnatural to suppose the Government of a country must be on finding the batteries, even of their principal ports, not capable of affording protection to their vessels of war, they have endeavoured, by every species of obloquy that disappointment and resentment could invent, to persuade the rest of Europe, that this very extraordinary success was effected by means injurious to the rights of neutral powers, and such as it was highly incumbent on a variety of other States, insulted as they were in what may be considered the person of an individual, to resent, as a common and general cause of affront. The fact, when simplified, appears nothing more than that the Captain of a British ship of war, having casually met with a merchant vessel belonging to Sweden, confessedly a neutral power, thought proper to seize on, and compel the service of that vessel for a certain period, in aid of his projected enterprise. This procedure, it seems, has been loudly complained of as a direct violation of the rights of neutral Nations. Had the ship in question belonged to the State of Sweden, there might then have been some ground of complaint as an insult offered to the Swedish flag; but, in the present case, the objection, or charge, is so ridiculous as to render it not a little extraordinary, that the most extravagant political partizan could entertain, and foster the idea even for a moment.

It may be asked, If this doctrine were admitted, and if it were decided that the Swedish flag was insulted in consequence of a British ship of war compelling a merchant vessel of that nation to perform any service which should be dictated to her, how are those rights to be defined, since it has been the invariable practice of the powers at war

\* Gazette Letters, page 328.

with each other to hire, and even compel, the service of neutral vessels as transports; and since those vessels have without hesitation been captured by the enemies of the compelling power whenever they fell in their way? Two of the principal storeships belonging to that armament intercepted by the late Admiral Barrington, on its passage to the East Indies, in 1782, were Swedish vessels. They had been forced to engage in the service of France, and as they were captured without hesitation, so were they condemned without complaint. The cases appear as nearly parallel as the difference of the services will admit: and it is certainly no unfair inference to say, that if the Law of Nations depends on an unwritten and ill-defined code, recourse must be had to that best system of explanation, precedent and general usage.

Information of the foregoing event was attended by one of infinitely superior consequence. A success which, resting on a ground materially different from the former, tends to elevate the character and consequence of the British Navy far higher than ever it has been before raised, even in its proudest days of success. The capture of the Island of Malta, principally owing to the indefatigable exertions of the British Navy\*, will stand on the page of history as a most incontrovertible proof of its own consequence, as well as of the unremitting assiduity of its commanders.

Unassailable with any prospect of success, on account of its natural and artificial strength, the fortifications of Valette, which had bade defiance to the assaults of the most powerful armaments, scowled defiance on the usual methods of siege. To have proceeded according to the accustomed mode of attack, would have caused only the needless sacrifice of the lives of thousands, without materially advancing or furthering the wishes of the assailants. A more sure but infinitely more tedious method was prudently resolved on; and a determinate perseverance effected that purpose which the utmost effort of human gallantry might probably have been unable to attain. When the labour, the difficulty, and the manifold impediments which naturally oppose the blockade of a port in a far distant quarter of the world, in defiance of an enemy, assiduous, enterprising, brave, and anxious in the extreme to render the project abortive, are considered, the success which attended it cannot fail to reflect the highest honour on those who undertook the arduous task, as well as on that country possessed of sufficient resources to render it, in spite of every surrounding obstacle, effectual and decisive.

• The following is a List of his Majesty's Ships which formed the Blockade.

|                                    |   |    |                        |
|------------------------------------|---|----|------------------------|
| Northumberland,                    | - | 74 | Captain Martin.        |
| Generaux,                          | - | 74 | ----- Dixon.           |
| Stately ( <i>armee en flute</i> ), | - | 64 | ----- Scott.           |
| Charon (ditto),                    | - | 44 | ----- Bridges.         |
| Princess Charlotte,                | - | 38 | ----- Stevenson.       |
| Pallas ( <i>armee en flute</i> ),  | - | 38 | ----- Edmunds.         |
| Penelope,                          | - | 36 | ----- Blackwood.       |
| Santa Teresa,                      | - | 36 | ----- Campbell.        |
| Success,                           | - | 32 | ----- Peard.           |
| Niger ( <i>armee en flute</i> ),   | - | 32 | ----- Hillyer.         |
| Champion,                          | - | 24 | ----- Lord W. Stewart. |
| Bonne Citoyenne,                   | - | 18 | ----- Buchanan.        |
| Port Mahon,                        | - | 16 | ----- Jackson.         |
| Vincelo,                           | - | 16 | ----- Long.            |
| Minorca,                           | - | 16 | ----- Miller.          |
| Strombolo (bomb),                  | - | 8  | ----- Thompson.        |



The situation of the conquered country renders it of the highest consequence to Britain. Though of the most immaterial value on any other ground, it insures to her the free navigation of the Levant, and of the Adriatic. It seems by its position totally to preclude any second attempt being made by European invaders on Egypt, and insures the tranquillity of the East India possessions of Britain from any disturbance of the same nature with that already projected. It serves, in great measure, to afford protection, if not to all the Italian states, at least to the kingdom of Naples, and gives an authority to Britain, which the aspiring temper of other powers has rendered it necessary for her to assume, contrary, perhaps, to her own natural inclination.

The maritime events in other quarters, however less consequential in their interest, have proved no less glorious and honourable to Britain. The navies of her opponents have been content to owe their safety, as heretofore, to the protection of their ports, and Britain has enjoyed the negative satisfaction of meeting with no competitor or rival daring enough to contend with her the empire and dominion of the seas.

While on the one hand, the bravery and general spirit of enterprise has been so conspicuously displayed, the philanthropy and benevolent disposition of British Officers has been no less prominent. An account published by the French themselves, states, that in the beginning of the month of September, a flag of truce arrived at Barcelona from Port-Mahon, bringing thither more than one hundred prisoners, Spaniards, Ligurians, and French, who had been rescued by the English from the possession of the Turks. The cruelties they are said to have experienced, according to their own report, and the very expressions used in depicting them, "would freeze the very soul." Among the miserable captives, was a person of the name of Thevenard, son to an inhabitant of Toulon; he was one of the unfortunate men sent by the French on the luckless expedition to Egypt. His brother had fallen in the battle of Aboukir, and he himself had languished in captivity for a considerable space of time, till Sir Sidney Smith, fortunately for him, became apprized of his distressed situation. This truly great man immediately exerted every nerve to procure his release, and was, as might be expected, successful; but his generosity did not stop here: he supplied him with necessaries, with money, with recommendations to a variety of persons at Constantinople, and afterward caused him to be conveyed to Rhodes, in a vessel purposely equipped for his use. The conduct of Sir Sidney on this occasion has been attended to with the utmost gratitude by the French; and the following letter, selected from among many others equally benevolent and philanthropical, has been published in the French papers.

Copy of a Letter from Commodore Sir Sidney Smith to Captain Gabriel Thevenard.

*"On board the Tigre, June 15, 1800.*

"M. Thevenard is requested to come and dine with Sir Sidney Smith on board the Tigre this day, at three o'clock. Sir Sidney takes the liberty to send some clothes, which he supposes a person just escaped from prison may require. The great coat is not of the best; but excepting English naval uniforms, it is the only one on board the Tigre, and the same Sir Sidney wore during his journey from the Temple till he reached the sea. It will have done good service, if it again serves a similar purpose, by restoring another son to the arms of his aged father, dying with chagrin."

Such conduct must silence the breath of envy, and render all applause nugatory!

It is with pleasure we find, that those gallant veterans, the Officers of Greenwich Hospital, are likely to obtain a restoration of their half-pay, which has been hitherto stopped from them, upon their being admitted members of that great national institution. All who have the good and honour of their country at heart, must be gratified by every instance of public munificence shown to so highly valuable a class of men as the Captains and Lieutenants of the Navy; from among whom the veterans in question have been selected, as possessing uncommon merit, and as having signalized themselves in the service of their country in the most extraordinary manner. Men who answer to this description cannot be sufficiently rewarded.

Soundings have been lately taken along the Welch coast, as a chain of shipping is to be established, for the purpose of a complete communication between England and France. By this means the enemy will find it difficult to escape from Brest without our fleet having immediate intelligence.

It is reported, that in consequence of particular orders from Lord Keith, commander in chief in the Mediterranean, all marines landed on service, under his command, are to share whatever prizes may be captured by their respective ships. This, though a new thing, is but just.

#### HOOND SLOOP OF WAR.

It is with concern we are under the necessity of recording the following particulars respecting the Hoond sloop of war, as transmitted in a letter from Edinburgh, dated October the 17th.

"On the 25th ult. his Majesty's ship Hoond sailed from Brassy Sound, having in company the Lerwick packet, of Lerwick, and the Eliza, of Lerwick, with the mail for Aberdeen. The Eliza returned to Brassy sound on the morning of the 27th ult. wind S. S. E. blowing a storm, and heavy rain. It is now reported from the Island of Unst, that a topmast-cap, and part of an arm-chest, with the word "Hoond" upon each of them, are drove on shore, in and near the island of Balty, and in Balty Sound; as also some nammocks, pillows, and slaps, a hen-coop, &c. It is likewise reported, that a cow, which was sold by a Mr. Thomas Edmonstone, of Bunea, to the purser or some other gentleman of the Hoond, the last time she was in Balty Sound, is found among the wreck, and, by marks that were previously cut on the horns, they know it to be the same cow that was delivered on board the Hoond by Mr. Edmonstone. From these reports it is feared the Hoond has experienced a melancholy accident.—Beside the ship's company, there were on board forty-five Dutch fishermen, prisoners."

Captain Turquand, of the above sloop, was first Lieutenant of the Canada, of 74 guns, commanded by Sir J. B. Warren, when he engaged the French fleet off Tory Island, and brought the Hoche safe into port, for which he was made Commander, and appointed to act in the room of Captain Raynor of the Railleur sloop, during his illness; Captain Raynor having joined her on the 29th of May, the above sloop, with the Trompeuse, commanded by Captain Robinson, and the Lady Jane cutter, parted with the Channel Fleet in a heavy gale of wind, and have not since been heard of.

#### CAPTURE OF THE ALBION SLOOP OF WAR.

We are concerned to state, that letters have been received from Captain M. Smith, at Tranquebar, announcing the capture of his Majesty's ship the Albion, by a French privateer, the Malartique, on the 6th of March, in lat. 20. 24. north, and long. 90. 0. east. The privateer fell in with the Albion on the 5th February, and the chase (during the whole of which the privateer had English colours flying, and under them kept up a constant fire) lasted until the following day at one P.M. when the enemy being within pistol-shot, Captain Smith found himself under the necessity of surrendering his ship. A few days before, the Malartique took a vessel from Pegue, belonging to the King of Travancore, and, after dismantling her in a great measure, put Captain Smith

and his crew on board, requiring his parole of honour, that he would proceed to the port of Tanquebar; and for the purpose, it would seem, of preventing Captain Smith's speedy arrival, lest intelligence of the privateer's motions might thereby be given, the French Commander ordered the vessel's main-yard to be thrown overboard. The *Malartique* had captured a very rich Dane and a Portuguese ship, with many chests of dollars on board.

### Naval Courts Martial.

PORTSMOUTH, OCTOBER 13.

A Court Martial was held on board the *Gladiator*, in Portsmouth Harbour, on Thomas M'Carty, a seaman belonging to his Majesty's ship *Melpomene*, for desertion,

Admiral HOLLOWAY, President.

The charge being completely proved, he was sentenced to be hanged. This was the third time of his desertion, after receiving each time the bounty for his entering into the service. The last time, he entered into the Marines, and consequently swore, agreeably to orders of admitting men into that Corps, that he did not belong to the Navy or Army, and that he was an Englishman, and not a *Roman Catholic*. He has, however, proved his own act of perjury, by since confessing that he is an Irishman, and of the *Catholic* persuasion, in addition to the circumstance of his being a seaman at the time.

15. Another Court-Martial was held on board the same ship, for the trial of Joseph WRIGHT, alias Marr, a Seaman belonging to his Majesty's fire-ship *Otter*, for desertion, and on suspicion of running away with one of the ship's boats. The prisoner was in part found guilty, and sentenced to receive 200 lashes, and to forfeit all his pay.

JAMES KEETING, a private Marine belonging to his Majesty's ship *Terrible*, was also tried the same day, on a charge of disobedience of orders, and striking his Serjeant; and being found guilty, was sentenced to receive 200 lashes.

SHEERNESS, SEPTEMBER 15.

A Court Martial was held on board His Majesty's ship *La Sensible*, in the Harbour, to try JAMES BLEW, belonging to the *Pouncer* gun vessel, for desertion; when the Court, in consideration of the extreme good character given him by his officers, only adjudged him to receive 200 lashes.

Oct. 26. A Court Martial was held on board his Majesty's ship *Shannon*, in Sheerness harbour, to try Lieutenant JAMES RYDER, of his Majesty's ship *Zealand*, for absenting himself from the ship without leave, when, the charge being proved, he was rendered incapable of serving in the Naval Service of His Majesty, his heirs and successors, for ever; but the Court recommended him to some consideration of the Lords Commissioners of the Admiralty.

The same day another Court Martial was held on board the same ship, to try Alexander Brown, a seaman belonging to His Majesty's ship *Solebay*, for desertion, and for running away with a prize belonging to that ship; but the charges not being proved, he was acquitted.

T. TRING, a seaman belonging to the *Centurion*, was, on the 21st of January, executed on board the *Suffolk*, at Bombay, pursuant to the sentence of a Court Martial. Tring, with some others, was sent with a prize to the *Centurion* for the Cape of Good Hope, but the vessel was re-captured on her passage, and carried into the Mauritius: the Prize-master and his crew shortly after received permission from the French Commander to return home; but Tring and another, instead of doing so, entered on board the French frigate *La Prudente*, and which was afterwards captured by the *Dædalus*. Tring entered as an American on board the *Dædalus*, and proceeded with her into the Red Sea, where joining the *Centurion*, he was recognized. His companion was killed in the action between the frigates.

## PLYMOUTH REPORT,

FROM SEPTEMBER 23 TO OCTOBER 22.

*Sept. 24.* Wind S. W. Blows a gale. Passed up for the Downs, the Madras, of 54 guns, Captain Dilkes, after a fine passage from St. Helena, with sixteen sail of East Indiaman, all well, valued at three millions sterling; one Indiaman has on board spices to the amount of 500,000l. sterling, from Ceylon. By letters from Jamaica, dated the 3d of August last, it appears that the August fleet of 170 sail, sailed from Bluefields the 1st of that month under care of the Queen, of 98 guns, Captain Dobson, two frigates, and the Busy, of 18, Captain Ommaney. (They have since arrived.) Several of the Mutineers of his Majesty's late ship Hermione, had been tried, executed, and to operate as a terrible example, their remains had been suspended in chains from gibbets, erected on the Coral Keys or Rocks, lying off Port-Royal harbour. Captain S. Foster, was promoted to the command of the Retribution, of 44 guns, late Hermione. (*Vide NAVAL CHRONICLE*, page 256.) Captain R. Mends, of the Abergavenny, of 54 guns, had been promoted to the Thunderer, 74, and had sailed on a twelve weeks cruise.

25. Wind S. W. Blows hard. Owing to the very heavy gales of wind, and the unsafe riding of the gun-boats, the whole cordon of those vessels is broke up for the winter, and they are gone into Yealm River, Catwater, Finisterre Bay, and Mill Bay. Arrived the Spanish packet El Carlos, of 18 guns, and 100 men, richly laden with cocoa, indigo, cotton, and 8000l. sterling in dollars, prize to the Doris, of 36 guns, Captain Lord Raneleigh. She was bound from the Havannah to Corunna, and was captured off the latter port the 17th instant. She threw her dispatches overboard.

26. Wind S. W. Cloudy. Arrived the Sprightly, of 14 guns, Lieutenant Jump, from a cruise. The Robuste, of 74 guns, Captain Thornborough, from the Channel Fleet. The Louisa, of 14 guns, Lieutenant Truscott, just come from the Straits, is fitting for the same service. Passed up for Torbay, Admiral Earl St. Vincent, with part of the Channel Fleet.

27. Wind S. W. Blows hard. Arrived from off Brest, and anchored in Cawsand Bay, owing to very heavy gales of wind at S. W. the Temeraire, of 98 guns, Rear-Admiral Whitshed; Namur, 98, Captain Luke; Prince, 98, Rear-Admiral Sir C. Cotton, Bart.; Barfleur, 98, Rear-Admiral Collingwood; Royal George, 110, Captain Domett; Neptune, 98, Captain Vashon; La Juste, 84, Captain Sir H. Trollope; Russel, 74, Captain H. Sawyer; Mars, 74, Captain Monkton; Marlborough, 74, Captain Sotheby; Defence, 74, Captain Lord H. Paulet; Elephant, 74, Captain Foley; Excellent, 74, Hon. Captain Stopford. Came in, in damage, the Mercury of and from Quebec, with timber for London. She was taken the 16th instant by La Belloné, French privateer of 36 guns, and 300 men; and retaken the 20th instant, by L'Immortalité, of 36 guns, Captain Hotham.

28. Wind W. Cloudy. Arrived here a mate and six men, part of the Spitfire's crew, which were put on board the Robust, an American, from Baltimore to Amsterdam with tobacco, and detained and sent for Plymouth by the Spitfire, of 24 guns, Captain Keen, off the Eddystone; while three of the crew were aloft trimming the sails, two in the hold stowing the cable tier, one at the helm, and the prize-master at breakfast, the Americans, armed with pistols, seized the steersman and prize-master, and threatened to shoot the men aloft and below, if they did not give up the ship, forced them into a boat, and it is supposed secured for Amsterdam (she is since arrived there). The poor fellows after a long pull, got into Salcombe. Passed up from Minorca, where she landed General Sir Ralph Abercrombie and suite, the Seahorse, of 38 guns, Captain Foote.

29. N. N. W. Blows hard. Arrived the Beaulieu, of 44 guns, Captain Skynner, from a cruise. Went into the Sound, La Pique, of 44 guns, Captain

Young; she is victualled for foreign service, and goes to Portsmouth to complete her complement of men.

30. Wind variable. Cloudy. Letters from the *Cæsar*, of 84 guns, Commodore Sir J. Saumarez, Bart. dated the 26th, state, that the *Cæsar*, 84; *Pompee*, 84; Captain, 74; *Montague*, 74; *Sirius*, 36; and *Megara*, 24; compose the in-shore flying squadron in Daumnez Bay, near Brest, where, in the late heavy gales of wind at S. W. they lay as snug as in Torbay or Cawsand bay, without splitting a rope yarn. The *Megara* is expected in soon to refit.

ON 1. Wind S. W. Rain. Arrived a French brig cartel from Nantz, with 224 British seamen and Marines, all of whom were taken prisoners about three months since in the boats of Rear-Admiral Sir John Borlase Warren's squadron, in endeavouring to cut out a French convoy from Isle Nourmoutier, but the tide making a great out, the whole were taken by the French troops; who, while our poor fellows were in the mud and sands, fired upon them in their defenceless situation, and killed and wounded several. Lord H. Paulet'scoxswain of the Defence was killed.

2. Wind S. W. Rain. Arrived the *Scorpion*, of 18 guns, Captain Finley; parted company with the West India fleet in a violent gale of wind off the Western Islands. Arrived the *Cerberus*, of 32 guns, Captain Macnamara, from a cruise. Sailed to join the Channel Fleet, the *Elephant*, of 74 guns, Captain Foley; also the *Fanny*, 14, Lieutenant Frazer, with a convoy for Dublin.

3. Wind S. W. Rain. Arrived the *Marlborough*, of 74 guns, Captain Sotheby, from off Ushant; and *Spitfire*, 24, from a cruise; with the *Anna*, *Gildea*, Master, from Amsterdam, bound to Philadelphia, supposed with Dutch property; also the *Maria*, Torney, with fish from Newfoundland. Sailed the *Canada*, of 74 guns, Hon. Captain De Courcy, to join the flying squadron in Daumnez Bay; to watch the motions of the combined fleets in Brest harbour.

4. Wind S. W. Rain. Arrived the *Dasher*, of 18 guns, Captain Tobin, and the *La Rose* French schooner from Bourdeaux, bound to Gaudaloupe, with wines and brandies, prize to the *Clyde*, of 44 guns, Captain Cunningham. Sailed the *Indefatigable*, of 44 guns, Hon. Captain Curzon, for Torbay.

5. Wind S. E. Rain. Pursuant to orders from Admiral Earl St. Vincent, the following ships sailed from Cawsand Bay to join his Lordship in Torbay, viz. *Prince*, of 98 guns, Rear-Admiral Sir Charles Cotton; *Prince George*, 98; *Edgar*, 74; *Barfleur*, 98, Rear-Admiral Collingwood; *Excellent*, 74; *Neptune*, 98; *Elephant*, 74; and *Doris*, 36.

6. Wind S. E. Rain. Letters received from the *Cæsar*, of 84 guns, dated off Brest, the 1st instant, state, that the Captain, 74, Captain Sir R. Strachan, spoke on the 30th ult. a large West Indiaman from Jamaica, of 600 tons, taken by La Grand Mouche French privateer of Bourdeaux, and recaptured going into that port, by the *Alarm*, *Dispatch*, and *Marquis of Townsend* privateers, of Guernsey: when the West Indiaman was boarded by the above privateers, the prize-master found seven of the mutineers of his Majesty's late ship *Danae*, who on being discovered, were immediately put in irons. It should be observed, that the *Danae*'s mutineers entered at Bourdeaux, principally on board the French privateers *La Grand Mouche*, of 36 guns, and 300 men, and *La Bellone*, of 36 guns, and 300 men; by these letters it appears that the combined fleets were in *acta quæ*.

7. Wind variable. Rain. Arrived the *Britannia* of and from Glasgow, for Charlestown, prize to *La Braave*, of 36 guns, and 300 men, of Bourdeaux, and retaken by *La Nymphe*, of 36 guns, Captain Frazer. Arrived also *La Nymphe* from a cruise off Corunna. Arrived from Gibraltar express, with dispatches for Government, in ten days, the *Thalia*, of 36 guns, Captain Nisbet; as soon as the dispatches and letters are fumigated, they will be forwarded immediately express.

8. Wind N. W. Fair. The Captain, of 74 guns, and *Mars*, 74, appeared off the Sound from the westward, laid to for orders, and then sailed for Torbay. Sailed for Portsmouth with sick men, the *Ramilles*, of 74 guns.

9. Wind S. W. Fair. Sailed for Portsmouth, the Royal George, of 110 guns, Captain Domett, to take Rear-Admiral Sir Hyde Parker on board, who then will join the Channel Fleet. Two boats a few days since in a gale of wind, were upset near Redding Point, and every soul perished. The sea ran so high at the same time that it made a clear breach over the Barbican Pier from the south west. Arrived from the secret expedition the Amethyst, of 38 guns, Captain Cooke; she and La Nymphe will receive their prize-money for a French East Indiaman, their prize. During their stay in port she netted 36,000*l*.

10. Wind S. W. Rain. Came in La Racoon French privateer, of 14 guns, and 90 men, captured by the squadron off Corunna. Also La Magicienne French schooner Letter of Marque, Citizen Andoin, richly laden with gun, ivory, and natural curiosities, from Senegal to Bourdeaux, prize to the Clyde, of 44 guns, Captain Cunningham. Also the Juffrow Dierde, Prussian galliot, with salt from Croisair, detained and sent in by the Panny, of 14 guns, Lieut. Friesell. And in damage in a heavy gale of wind, the Danish brig Vrow Elizabeth, with brandy and wine from Teuericke to Altona. Also a sloop with timber, detained by the Clyde, of 44 guns.

11. Wind S. W. Blows hard. Sailed La Juste, of 84 guns, Captain Sir H. Trollope; and Saturna, of 74, Captain Totty, for Torbay. Arrived the Kangaroo, 18, Captain Pulling, from the Downs for Belfast, to wait for orders. Came in the El Vivo, Spanish brig of war; of 14 guns, eighteen-pounders, and 100 men, bound with dispatches from Corunna to Havannah, captured by the Figard, of 48 guns, Captain T. B. Martin. She threw her dispatches over-board.

12. Wind S. W. Blows hard. Arrived the Renown, of 74 guns, Rear-Admiral Sir J. Borlase Warren, Bart.; Impetueux, 84; Captain, 74; Courageux, 74; Superb, 74; from the secret expedition. Since the failure at Ferrol the above squadron have been cruising in the Bay. L'Impetueux, of 84 guns, knocked off her false keel on some rocks in a bay near Ferrol. Arrived the Telegraph, of 18 guns, Lieutenant Corsellis, from a cruise.

13. Wind S. W. Rain. Blows hard. Went into Barnpool the Amethyst, of 38 guns, Captain Cooke. Also the Impetueux, of 84 guns. It blew so hard this morning, that the flotilla of trawl-boats fishing off the Eddystone, were obliged to bear away without being able to draw their trawls. Sailed for Belfast, the Kangaroo, of 18 guns, Captain Pulling. Also on a cruise the Telegraph, of 18 guns, Lieutenant Corsellis. Passed by the Channel Fleet for their station off Brest. Arrived the London Packet, of 10 guns, Lieutenant Fegen, with a fleet of coasters from the Downs. Also the Chapman, of 24 guns, Captain Brown, with a fleet from Milford Haven.

14. Wind variable. Mild. Arrived from Torbay, with the loss of anchors and cables, in a gale of wind on Saturday at S. E. the Suwarrow, of 16 guns, Lieutenant Nicholson.

15. Wind S. E. Fair. Arrived from the Channel Fleet, with orders for all the ships in the Sound and Cawsand Bay to sail directly, the Megara fireship, Captain Hill. After delivering her orders she sailed again directly. Sailed the Dasher, of 18 guns, Captain Tobin, on a cruise. Arrived La Loire, of 48 guns, Captain Newman, to refit. Went up the harbour the Impetueux, of 84 guns. She stripped directly, and goes into the large dock the next tide to have her keel and bottom examined. Came in the Sir Sidney Smith schooner with a convoy.

16. Wind variable. Fair. Came in the Juno, Patterson, from Riga, with hemp and iron for the dock-yard. Sailed the Defence, of 74 guns, Captain Lord Paulet, to join the Channel Fleet. Arrived the Plymouth Lugger, Lieutenant Elliott, from a cruise off Bourdeaux; and the Pelican, of 16 guns, Captain Thickness, from Jersey, left all well at the latter place. The Ranger cutter, Captain Fraser, arrived from a cruise after smugglers, and brought in 140 ankers of spirits. Sailed on a cruise, the Cerberus, of 32 guns, Captain Macnamara; and George cutter, of 12 guns, with a fleet to the eastward.

17. Wind N. W. Fair. Sailed with dispatches for Gibraltar, the *Sir Thomas Pausy* cutter, Lieutenant Nevin. This day prize-money to a large amount was paid to the Captains, officers, and crews of the *Amethyst*, of 38 guns, Captain Cooke, and *La Nymphé*, of 36 guns, Captain P. Frazer. The great sales for prize goods captured in different vessels of the enemy by our cruisers and sent in here, began this day. The prize-vessels and goods of different kinds fetched great prices; and were bought up with avidity by purchasers from London, Liverpool, Bristol, Falmouth, Exeter, &c. much to the satisfaction of the captors.

18. Wind E. S. E. Cloudy. Came in and went up the harbour, the *Namur*, of 98 guns, Captain Luke. Her crew is to be turned over to the *St. Joseph*, of 112 guns, lately repaired, and now fitting for sea in Hamoaze.

19. Wind E. N. E. Fair. Arrived the *Neptune*, of 98 guns; *Téméraire*, 98; *Atlas*, 98; and *Centaur*, 74; from Earl St. Vincent's fleet. The latter has sprung her fore mast and bowsprit in a gale of wind.

20. Wind E. N. E. Fair and mild. Arrived six chase maries, part of a convoy of eleven sail, laden with salt-fish, cord, wood, and other stores, for the combined fleets at Brest. They were cut out by the boats of the *Magnificent*, of 74 guns, Captain Bowater, and the *Montague*, of 74 guns, Captain Knight, on Sunday the 13th instant, near L'Orient. One chase marie burnt, two sank, two fitted as armed tenders, and six brought into Plymouth—eleven sail. The most material fact is, that there is now fitting out at L'Orient, a new ship of large dimensions, called *L'Argonaut*, of 74 guns, and 750 men, launched about three months since, and was the 11th instant, with top-sail-yards across, fitting for sea. It is said she means to try to escape these dark nights for Brest.

21. Wind W. Fair. Arrived from of Corunna, with 160 Spanish prisoners, the *Unicorn*, Captain Wilkinson. Sailed to join the Channel Fleet, with dispatches, the *Niagicienne*, of 32 guns, Captain Ogilvie. Letters from the flying squadron off the Black Rocks, dated the 14th instant, state, that the squadron had a peep into the Brest Outer-road, the 10th inst. when the combined fleets were *in statu quo*. Sailed the *London*, of 98 guns, to join the Channel Fleet. In dock refitting this day, *St. Joseph*, of 112 guns; *Culloden*, 74; *La Nymphé*, 36; *Scout*, 16; *Sprightly*, 14. The frame-work of the *Hibernia*, of 120 guns, is up and complete, and will remain for seasoning according to the rules of the Navy. P. M. Sailed for Guernsey *La Loire*, of 48 guns, Captain Newman.

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## PORTSMOUTH REPORT.

FROM SEPTEMBER 29 TO OCTOBER 27.

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Sept. 30. Arrived *La Pique*, of 38 guns, Captain Young, and *Sea-Gull*, Captain Lavie, with the *Howard* transport under convoy from Plymouth.

Oct. 2. Arrived the *Pelican*, of 18 guns, Captain Thicknesse, from a cruise, with the *Resolution*, a Swedish ship, laden with masts, which she detained in the Channel; and a smuggler, laden with 400 casks of spirits. Also *La Victoire*, French cutter privateer, prize to the *Badger*, Captain Price. Sailed the *Fairy*, Captain Warren, to put himself under the orders of the *Prince de Bouillon*, at Jersey.

3. Sailed the *Bouncer*, with a convoy for the Downs; and the *Earl St. Vincent* cutter, with a convoy for the westward.

4. His Majesty's ship *Melpomene*, Captain Sir Charles Hamilton; and *Fly*, Captain Mudge, went out of harbour to Spithead.

6. Arrived the *Topaze*, of 36 guns, Captain Church, from Lisbon, last from the Downs; and the *Cumberland*, of 74 guns, Captain Graves, from the Downs.

Sailed his Majesty's ships *Triumph*, of 74 guns, Captain E. Harvey; and *Thames*, of 32 guns, Captain Lukin, to join the Channel Fleet; and the *Pelican*, Captain Thicknesse, for Jersey.

7. Arrived the *Terrible*, of 74 guns, Captain Walseley, and *Boardclais*, of 32 guns, Captain Manby, from the Downs. Also the *Earl St. Vincent* cutter, Lieutenant Leekey, with the Ocean transport, with troops for Jersey.

8. Arrived the *Jason*, of 40 guns, Captain Yorke, from a cruise on the coast of France; and the *Rowcliffe*, Lieutenant Donovan, from Guernsey. Sir Hugh Dalrymple, and suite, came home passengers, and were landed at Weymouth.

9. Arrived the *Juste*, of 80 guns, Captain Sir Henry Trollope, from the Channel Fleet; *Cambrian*, of 40 guns, Hon. Captain Legge; *St. Fiorenzo*, 40, Captain Patterson; and *Syren*, 36, Captain Goselin, from Weymouth, where they have been attending their Majesties.

11. Sailed the *Ganges*, of 74 guns, Captain Freemantle, to join the Channel Fleet.

13. Arrived the *Harpy*, Captain Birchall; *Resolution*, Captain Gardner; *Gorgon*, Captain Hill, and *Alkmaar*, Captain Maling, from the Downs.

14. Arrived the *Lion*, Captain Hammond, with dispatches from the Mediterranean; and the *Snake* sloop of war, Captain Lewis (so long given up as totally lost), from the coast of Africa. She sailed from Spithead on the 13th of February, and had not been heard of since the 25th of the following month, when she parted with the ships in her company during a most awful storm. She brought in with her a prize.

15. Arrived the *Dolphin* cutter, Lieutenant Jarrett, and *Force* gun-brig, Lieutenant Tokley, from Marcou. Sailed the *Castor*, Captain Gower; *Prosclyte*, Captain Powke, for Jersey; and *Active*, Captain Giffard, on a cruise.

16. Sailed the *Modeste*, Captain Hinton; *Dido*, Captain Colby, and *Resource*, Captain Caispo, with troops for the Mediterranean.

17. Sailed the *Rambler*, Captain Schomberg, and the *Rowcliffe*, Lieutenant Donovan, with four sail of transports under convoy, for Guernsey, with troops.

20. Arrived the *L'Oiseau*, Captain Linsee, from her station off Havre de Grace. She was relieved by the *Prosclyte*, Captain Powke. *Earl St. Vincent*, Lieutenant Leekey; and *Earl Spencer*, Lieutenant Rye, from a cruise. Sailed the *Hazard*, Captain Butterfield, with a convoy for Newfoundland.

21. Arrived the *Serpent*, Captain Roberts; and *Weazle*, Captain Durban, from the eastward. Sailed the *Bouncer* gun-vessel, with a convoy for the Downs.

22. Arrived the *Emerald*, Captain Waller; and *Niger*, Captain Hillyar, from the Mediterranean; and *Phoebe*, Captain Barlow, from Ireland. Sailed the *Rowcliffe*, Lieutenant Donovan, with troops for Jersey.

23. Arrived the *Sensible*, Captain Sauce; *Sheerness*, Captain Carden; and *Dromedary*, Captain Taylor, from the Downs. Sailed the *Lion*, Captain Hammond, for Chatham, to be paid off; *Braakel*, Captain Clarke, to St. Helens; the *Harpy*, Captain Birchall; and *Earl St. Vincent* cutter, Lieutenant Leekey, on a cruise.

24. Arrived the *Constance* brig, Lieutenant Wright, from Jersey; and the *Andromeda*, Captain Bradby, from the Downs. Sailed the *Jason*, of 40 guns, Captain Yorke, for Cowes. She is appointed to convoy the *Cornwallis* and *General Boyd*; the former bound to Botany Bay, and the latter to the South Seas.

25. Arrived the *Plover*, Captain Galway, with a large convoy from the Downs.

26. Sailed on a cruise the *Cambrian*, Hon. Captain Legge; and *St. Fiorenzo*, Captain Patterson.

The *Phoebe*, Captain Barlow, is appointed to take Admiral Sir Alan Gardner to Ireland, to succeed Admiral Kingsmill as commander in chief on that station.



# EAST INDIA SHIPS.

## LOSS OF THE QUEEN.

The following is an extract of a Letter from an Officer on board the Kent Indiaman, dated from St. Salvadore, on the coast of Brazil, the 17th of July, 1800.

We should have left this place ere now, but for a melancholy accident which has befallen the Queen Indiaman, which had put in here with us a few days since, for want of water. On the 9th, between two and three o'clock A.M. our Officer who had the watch on deck, discovered a smoke issuing from the Gun-room ports of the Queen, which was moored a little way from us. Immediately we called the Captain and Officers, for although no alarm was given from the Queen, yet as she was evidently on fire, every exertion was made to man our boats, with the fire-engines, buckets, &c. for their assistance; but within a few minutes of our discovering the smoke, she was completely in flames from stern to the bows, and in a few minutes more, the three masts were overboard. Unfortunately it blew very fresh, and a current of at least three or four knots. This of course rendered it difficult for the boats to get along-side to save the people, and so rapid were the flames, that about thirty soldiers perished below decks, being unable to get up the hatchways. All the Officers of the ship are saved; and fortunately for us, the current carried her clear of the Bay, and she drove a considerable distance before she blew up, about 7 A.M.—The cause of the fire is not ascertained, as no person had been in the gun-room after eight o'clock; and although several people slept over the gun-room scuttle, the smoke was not discovered till near three o'clock. The scene was dreadful, from the cries of between a and 300 men, and many perishing in the flames or sea. Those that are saved are almost entirely naked, from being hurried out of their beds. The remaining troops, and all the passengers, (about 300), proceed in the Kent to India. There are five Ladies, and General St. John and Family, are accommodated by the Captain of the Kent with his cabin apartment.

Most of the passengers, Captain Craig, and some of the Officers, were ashore at the time. Unfortunately six of the passengers and seventy of the crew perished. The First Mate, Mr. John Craig, was on board, and did not leave the ship till the very last moment, after having done every thing that it was possible for a man to do. The only way in which this dreadful disaster can be accounted for is, that immediately upon the arrival of the Queen at St. Salvadore, a guard of Portuguese were sent on board, to prevent, as they said, smuggling, and a gun-boat at the same time was laid alongside of her, the crew of which kept a fire of wood constantly burning; some of it, it is supposed, they threw in at the scuttle-hole of the gun-room, for it was there the fire was first discovered, and no one of the ship's company had been near it with a candle.

Amongst the unfortunate sufferers on board was Edward Mayne, Esq. Jun. of Powis Logie, in Scotland, writer in the service of the Hon. East India Company. When just about to step into the boat which was to carry him from the awful scene, he recollected that there was an unfortunate passenger confined by sickness to his cabin. He flew to rescue him from the impending destruction, and in a short time appeared with the hapless invalid on his shoulders.—Alas! it was too late; the boat had put off, and in a few minutes the ship blew up.

The fate of Mr. Smith also, a gentleman of the Bar, was truly deplorable:—In endeavouring to get from the ship, one of his arms was jammed between her and a boat lashed alongside, whilst the fire was raging near him, so that apparently, he was precluded from a possibility of escaping. In this dreadful dilemma, he intreated some of the people, who were getting over the ship's side into another boat, to cut off his arm, that he might join them; which not being complied with, he contrived to take a penknife from his pocket, and put an immediate end to his life, by cutting his throat.

This is the third East Indiaman which has been destroyed by fire since the year 1791—The two former were the *Princess Amelia*, and the *Earl Fitzwilliam*. The Commanders of all the three ships were, however, saved.

OCTOBER 8th, 1800.

A Court of Directors was held at the *East India House*, this day, at which the following Ships were taken up and consigned as under-mentioned :

| BOMBAY AND CHINA.                  |              |                            |                            |
|------------------------------------|--------------|----------------------------|----------------------------|
| <i>Ships.</i>                      | <i>Tons.</i> | <i>Commanders.</i>         | <i>To be in the Downs.</i> |
| New Ship, - - -                    | 1200         | Capt. Thos. Wakefield,     | Dec. 7th.                  |
| New Ship, - - -                    | 1200         | — Andrew Patten,           | ditto                      |
| Nottingham, - - -                  | -            | — John Barfoot,            | ditto                      |
| ST. HELENA, BENCOCLEN, AND CHINA.  |              |                            |                            |
| Carnatic, - - -                    | 1189         | Capt. James Jackson,       | ditto                      |
| COAST AND CHINA.                   |              |                            |                            |
| True Briton, - - -                 | 1198         | Capt. Wm. Stanly Clarke,   | Jan. 21st.                 |
| Hindustan, - - -                   | 1248         | — Geo. Millett,            | ditto                      |
| Hope, - - -                        | 1200         | — James Horncastle,        | ditto                      |
| Boddam, - - -                      | 1021         | — Geo. Palmer,             | ditto                      |
| CHINA.                             |              |                            |                            |
| Taunton Castle, - -                | 1189         | Capt. ———,                 | March 7th.                 |
| Albion, - - -                      | 961          | — Andrew Timbrill,         | ditto                      |
| Woodford, - - -                    | 1180         | — James Martin,            | ditto                      |
| Alfred, - - -                      | 1189         | — James Farquharson,       | ditto                      |
| Earl of Abergavenny, -             | 1200         | — John Wordsworth,         | ditto                      |
| Duke of Buccleugh -                | 1182         | — Thomas Wall,             | ditto                      |
| Warley, - - -                      | 1200         | — Henry Wilson,            | ditto                      |
| Belvidere, - - -                   | -            | — ———,                     | ditto                      |
| COAST AND BAY.                     |              |                            |                            |
| Charlton, - - -                    | 818          | Capt. Thomas Welladvice,   | Feb. 5th.                  |
| Sir S. Lushington, -               | 608          | — George Gooch,            | ditto                      |
| Duke of Montrose, -                | 762          | — Patrick Burt,            | ditto                      |
| Dover Castle, - - -                | 820          | — Peter Sampson,           | ditto                      |
| Calcutta, - - -                    | 819          | — William Maxwell,         | ditto                      |
| Admiral Gardner, -                 | 813          | — Edward Bradford,         | ditto                      |
| Lord Thurlow, - - -                | 805          | — William Thomson,         | Feb. 20th.                 |
| Walpole, - - -                     | 820          | — ——— Corbyn,              | ditto                      |
| The Morris, - - -                  | -            | — ——— Venner,              | ditto                      |
| Asia, - - -                        | 819          | — Robert Wordflow,         | ditto                      |
| COAST AND MOUCCA.                  |              |                            |                            |
| Princess Charlotte -               | 610          | Capt. Charles E. Prescott, | March 7th.                 |
| ST. HELENA, BENGAL, AND BENCOCLEN. |              |                            |                            |
| New Ship (Mr. Wigram)              | 800          | -                          | Feb. 20th.                 |
| BENGAL.                            |              |                            |                            |
| Henry Dundas, - - -                | 812          | Capt. Walter Carruthers,   | April 6th.                 |
| Preston, - - -                     | 671          | — Thomas G. Murray,        | ditto                      |
| BOMBAY.                            |              |                            |                            |
| Lord Hawkesbury, -                 | 803          | Capt. W. Donaldson,        | Jan. 21st.                 |
| Airly Castle, - - -                | 813          | — ———                      | ditto                      |
| Fort William, - - -                | 798          | — George Simson,           | Feb. 20th.                 |
| Worcester, - - -                   | 798          | — John Hall,               | ditto                      |

## Managing Owners, with the number of Ships they husband, viz.

|                     |       |         |                       |       |         |
|---------------------|-------|---------|-----------------------|-------|---------|
| Sir A. Hamilton     | - - - | 1 Ship  | J. Woolmore, Esq.     | - - - | 1 Ship  |
| Wm. Fraser, Esq.    | - - - | 4 ditto | W. Moffatt, Esq.      | - - - | 2 ditto |
| Tim. Curtis, Esq.   | - - - | 1 ditto | R. Anderson, Esq.     | - - - | 1 ditto |
| Jn. Jackson, Esq.   | - - - | 1 ditto | R. Donald, Esq.       | - - - | 1 ditto |
| Rt. Wigram, Esq.    | - - - | 2 ditto | H. Boulton, Esq.      | - - - | 2 ditto |
| Rt. Williams, Esq.  | - - - | 2 ditto | Peter Esdaile, Esq.   | - - - | 1 ditto |
| Alex. Hume, Esq.    | - - - | 1 ditto | Rich. Lewin, Esq.     | - - - | 1 ditto |
| Wm. Palmer, Esq.    | - - - | 1 ditto | Sir R. Preston, Bart. | - - - | 1 ditto |
| Sir Wm. Leighton    | - - - | 1 ditto | Wm. Dent, Esq.        | - - - | 1 ditto |
| P. E. Mestree, Esq. | - - - | 2 ditto | Sam. Benham, Esq.     | - - - | 1 ditto |
| John Atkins, Esq.   | - - - | 1 ditto | Thos. Newte, Esq.     | - - - | 1 ditto |
| Rt. Sharnock, Esq.  | - - - | 2 ditto | W. Hamilton, Esq.     | - - - | 1 ditto |

Total - 33 Ships

The total amount of regular tonnage engaged by the Company to proceed to the different Presidencies this season for cargoes, is twenty-nine thousand five hundred and fifty-five tons. Thirteen of the ships taken up are of the great burthen of upwards of one thousand two hundred tons each, three are new ships and on their first voyage, seven are on their second, six on their third, four on their fifth, and thirteen on their sixth and last voyages.

The ship *Venus*, commanded by Mr. Charles Bishop, has been licensed to proceed to the Cape of Good Hope this season with stores, &c. after which she is to proceed to the South Seas, for the purpose of fishing.

The following are the only ships now on their way to India, and returning to Europe, viz.

From Bombay and China.—Of Season, 1798-9. The *Cuffnells*, Captain C. B. Cotton; Royal Charlotte, Captain Wm. Roper; Thames, Captain Robert Williams; Walmer Castle, Captain George Bonham.—Of Season 1799-1800. The Canton, Captain Thomas Lushington; Ganges, Captain Alex. Gray; Earl Talbot, Captain J. H. Dempster; Cirencester, Captain Thomas Robertson.—Total eight ships.

From China direct.—Of Season 1799-1800. The *Neptune*, Captain Nathaniel Spens; Coutts, Captain Robert Torin; Dorsetshire, Captain John Ramsden; Exeter, Captain Henry Meriton; Bombay Castle, Captain John Hamilton.—Total five ships.

From Coast and China.—Of Season 1799-1800. The *Ceres*, Captain George Stevens; Walthamstow, Captain W. T. Money; Lady Burges, Captain A. F. W. Swinton; Marquis Wellesley, Captain Bruce Mitchell; Lord Nelson, Captain Robert Spottiswoode; Earl of St. Vincent, Captain J. B. Samson; Brunswick, Captain James Ludovick Grant.—Total eight ships.

From St Helena, Bencoolen, and China.—The *Arniston*, Captain Campbell Marjoribanks.—1 Ship.

From St. Helena and China.—The *Hugh Inglis*, Captain William Fairfax.—1 Ship.

From Coast and Bay.—Of Season 1798-1799. The *Britannia*, Captain Thomas Barrow.—1 Ship.

From Bengal direct.—Of Season 1799-1800. The *Lady Jane Dundas*, Captain the Hon. Hugh Lindsay; Bengal, Capt. Adam Cumine; Lord Walsingham, Captain Thomas Smales; Earl Spencer, Captain Charles Raitt; Rockingham, Captain Thomas Butler; Melville Castle, Captain John Lamb; Tellicherry, Captain Sampson Baker; Travers, Captain T. Sanders; Skelton Castle, Captain Matthew Isaacke; and Herculean, Captain John R. F. Franklin.—Total 9 Ships.

From Bengal and Bombay.—Of Season 1799-1800.—The *Phoenix*, Captain William Moffatt; Castle Eden, Captain Alexander Cumming; and *City of London*, Captain Abraham Green.—Total 3 Ships.

From Madras.—Of Season 1799-1800.—The Sir Edward Hughes, Captain James Urmston; Prince William Heary, Captain Roger Baskett; and Hawke, Captain David Bristow Baker.—Total 3 Ships—Making in the whole 39 Ships. Packets now proceeding to and returning from India.—The Swallow, Princess Mary, Earl of Mornington, and Georgiana.

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## PRESENTATIONS TO THE KING AT THE LEVEE.

Admiral Sir Hyde Parker, on his return from the West Indies.

Sir Home Popham, on his arrival from the Court of Denmark.

## PROMOTIONS AND APPOINTMENTS.

Admiral Sir Hyde Parker is appointed second in command in the Channel Fleet, and his flag will be hoisted on board the Royal George, of 110 guns. Captain Otway, of the Trent, is appointed Sir Hyde's Captain.

Captain Sir Edward Hamilton, who so gallantly distinguished himself in the West Indies, succeeds Captain Otway, in the Trent, of 36 guns.

Captain William Bedford, late of the Royal Sovereign, is appointed to the command of the Leyden, of 64 guns, at Chatham.

Admiral Holloway's flag is removed from the Determinic, to the Alkmear, of 64 guns.

Captain Walker, of the Prince, is appointed to the Isis, of 50 guns.

J. A. Ommaney, Esq. late commander of the Busy sloop, is made post.

Henry Burke, Esq. late Lieutenant of the Renown, with Admiral Sir J. B. Warren, is promoted to the rank of Master and Commander.

Captain Honeyman is appointed to the Garland, of 28 guns, fitting in Plymouth harbour.

Captain Lewis, of the Snake, is promoted to the rank of a Post Captain, and appointed to the Leda, a new frigate.

Lieutenant Nokes is appointed to the Signal-house at Cumberland Fort, in the room of Lieutenant Dunn, who has resigned.

Captain Kinncr, of the Royal Navy, is appointed the Inspecting Naval Officer at Exeter.

J. Wathen, Esq. is appointed Judge of the Admiralty Court at Minorca.

Mr. Somerville (late of the Renown), is appointed to be Purser of the Canopus, of 80 guns.

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## MARRIAGES.

At Calcutta, George Poyntz Ricketts, Esq. eldest son of the late Governor Ricketts, to Miss Sophia Peirce, youngest daughter of the late Captain Peirce, of the Halsewell East Indiaman.

At Glasgow, Mr. Archibald Galbraith, of Balgair, to Miss Catharine Galbraith, only daughter of the late Rear-Admiral Galbraith.

At Mevagissey, in Cornwall, Lieutenant Philip Lyne, of the Navy, to Miss Slyman, of Penwarne, in that county.

Captain Beaver, of the Navy, to Miss Elliot, of Gibraltar.

Mr. Christie, of the Naval Hospital, Minorca, to Miss Jane Gray, of Mincing-lane, London.

At Norwich, Captain Simpson, of the Marine Forces, to Miss Harriet Case, daughter of the late Edward Case, Esq. of Great Fransham, Norfolk.

## OBITUARY.

Lately, at West Hatch, in Essex, Lady Hughes, the widow of Admiral Sir Edward Hughes, K. B. deceased.

At a friend's house, in Stanhope-street, in the 24th year of his age, R. E. Porter, of the Victualling Office. He lost a leg on board the Valiant, in the early part of the ever memorable action under Lord Howe, the 1st of June, 1794.

Lately, at his house in Devonshire-place, John Carter Allen, Esq. Admiral of the White Squadron. He was promoted to the rank of Lieutenant on the 14th of June 1745, and to that of Commander on the 5th of April 1757. He was advanced to the rank of Post Captain on the 21st of March 1758, when he was commissioned to the Experiment, and from thence soon after removed into the Repulse. In the month of August 1760, being then Captain of the same frigate, he distinguished himself extremely under the command of Commodore Byres, on the Halifax station, in the attack and destruction of three French frigates, with a considerable number of small craft, in Chalure Bay. In 1770, he was appointed to the Ajax, and proceeded in that ship to Gibraltar, having some troops on board, which were sent thither as part of the garrison. In 1779, he was appointed to the Albion; but he quitted that ship very soon afterward, and removed into the Egmont, on board which ship he served under the orders of Mr. Keppel, at the time of the engagement with the French fleet off Ushant, on which occasion he very materially distinguished himself. In 1782, he commanded the Royal William, one of the fleet sent to the relief of Gibraltar, under the orders of the late Earl Howe. Peace having taken place soon after the return of that armament into port, Mr. Allen never held any subsequent command, either as a Captain or Flag Officer. On the 24th of September 1787, he was advanced to the rank of Rear-Admiral of the White; in 1790, to that of Rear-Admiral of the Red; on the 1st of February 1793, to that of Vice-Admiral of the White; on the 12th of April 1794, to the same of the Red; on the 1st of June 1795, to that of Admiral of the Blue; and on the 14th of February 1799, to the same rank of the White. In the month of September 1788, his daughter was married to ——— Robinson, Esq. Banker, of Arundel, Sussex.

The 1st inst. on board his Majesty's ship Veteran, Captain George Young, of the Marine Forces. His remains were interred at Yarmouth with every military honour that could be paid to his rank and talents. Among the many friends that attended his corpse to its place of interment, were Colonel Bewicke, and all the Officers of the Durham militia; and the Captains of the Navy who were at that port. The chief mourners were, Captain Dixon, and the Officers of the Veteran's ward-room. His loss, as an able officer, is greatly regretted by his corps, and all his other friends and acquaintances.

Lately, Charles Peter Handley, Esq. of Howland street, son of the late Thomas Handley, Esq. of the Six Clerks Office. This gentleman was one of the first of those Officers in the naval employ of the East India Company, who volunteered their services during the alarming mutiny at the Nore; and while he was commanding a gun-boat on that alarming occasion, he himself seized a packet of important correspondence. His activity and zeal were, indeed, so conspicuous at that awful crisis, that Admiral Buckner, who witnessed his gallantry and skill, honoured him with his thanks personally, and earnestly exhorted him to enter into the British Navy, of which his bravery and professional knowledge, qualified him to become a distinguished ornament.

Lady Douglas, relict of the late Sir Charles Douglas, Bart. Rear-Admiral of the Blue.

At his apartments in Wardrobe-place, Doctor's Commons, Edward Reddish, Esq. late Lieutenant in the Navy, upon the Pension List.

**BIOGRAPHICAL MEMOIRS OF**  
**SIR THOMAS PASLEY, BART.**  
**VICE-ADMIRAL OF THE RED SQUADRON.**

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The generous love of fame—the noble strife,  
That grasps at honour at the risk of life,  
To vulgar souls unknown—inspires the brave.

CRANE.

**S**IR Thomas Pasley is the descendant of an ancient and honourable family in North Britain ; and having from his earliest youth entertained a strong predilection for the naval service, he entered in 1752, as a midshipman, on board the *Garland*, a small frigate, at that time commanded by the late Captain Saltern Willet. He removed very soon afterward into the *Weazle* sloop of war, a vessel at that time under orders for the Jamaica station ; and in which he served progressively under the Captains Cockburn, Webber, and Digby. The latter being in a short time raised to the rank of Post Captain, and appointed to the *Biddeford* frigate, took with him Mr. Pasley, for whom he had conceived a strong attachment, and promoted him to the rank of acting lieutenant. The frigate was almost immediately afterward ordered to England, having on board 300,000*l.* in bullion. As soon as the vessel arrived at Portsmouth, Mr. Pasley was dispatched to London with the treasure, having a serjeant and twelve marines assigned him for his guard. His valuable charge being lodged in the bank, he returned back to Portsmouth without delay, and embarked on board the *Dunkirk*, to which Captain Digby had been appointed during his absence, on the unsuccessful expedition in the month of September 1757. The force of the armament was fully sufficient to strike the enemy with dismay. It consisted of sixteen ships of the line, two frigates, five large sloops of war, two bomb-ketches, as many fireships and busses, one storeship, and fifty-five transports, independent of the *Jason* of forty guns, *armée en flute*, and employed in the same line of service, together with the *Chesterfield*, pro-

vided for the purpose of repeating signals. The land force displayed a parity of strength. Ten regiments of infantry, two of marines, with a train of artillery every way adequate to the possible emergencies of the service, formed the invading corps. The fleet sailed from St. Helens on the 8th of September, and bore away to the westward with a fair wind.

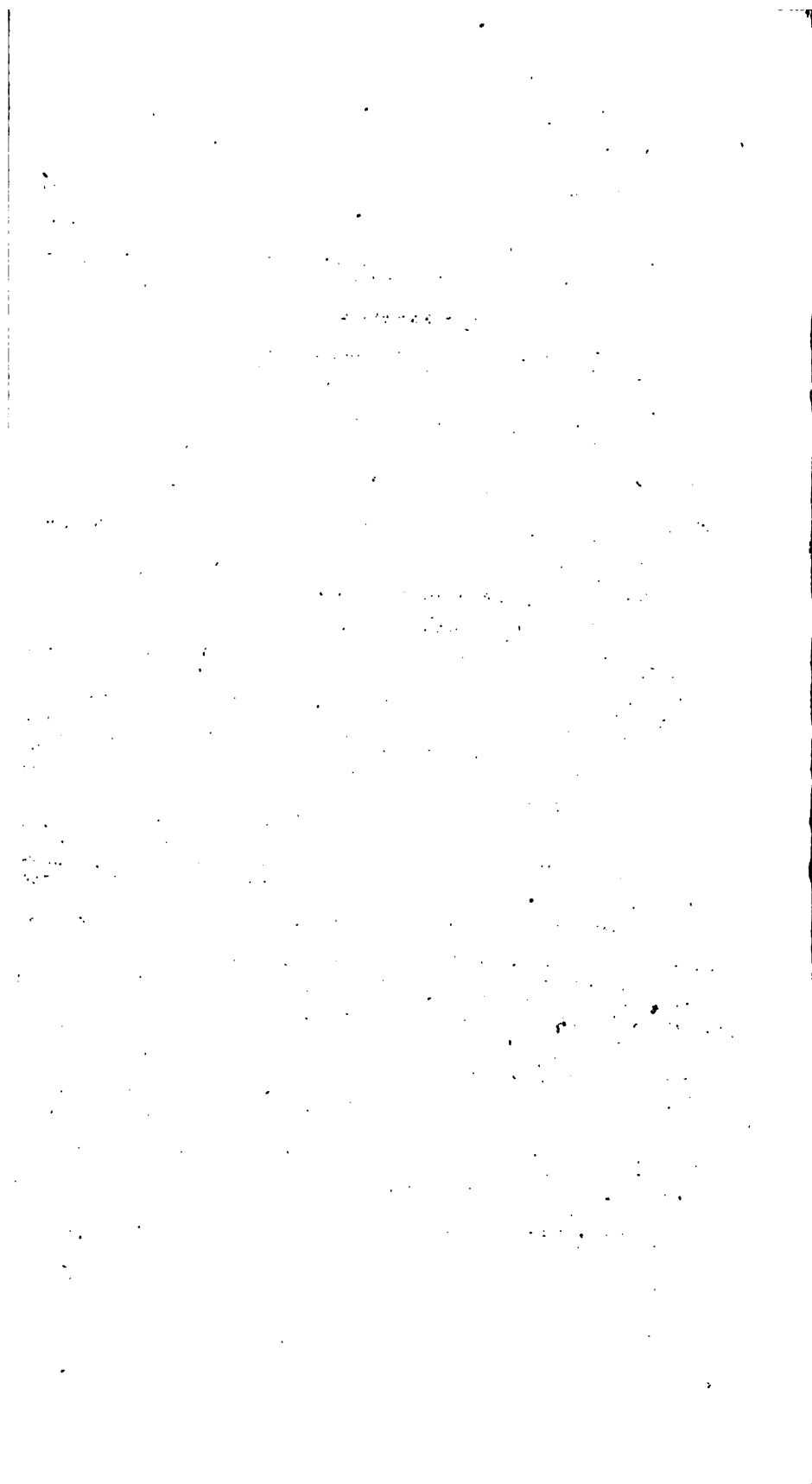
Owing, however, to the number of ships composing the armament, it did not reach the Isle of Oleron till the 20th. Rear-Admiral Knowles, who had been appointed to cover the landing of the troops with his detachment, was accordingly ordered to proceed for that purpose to Basque Road \*. The destruction of an insignificant fort was first to be attempted, and was accomplished with the utmost ease, by Captain, afterward Earl, Howe, who commanded the *Magnanime*. After this prelude to success, nothing farther was attempted till the evening of the 23d, when Mr. Broderic, who had then the rank of Rear-Admiral, with the Captains, Dennis, Douglas, and Buckle, was ordered to sound along the coast, and to fix on a proper spot for the debarkation of the troops. Some difference of opinion unfortunately arose among the sea officers, and raged in a still more violent degree among those of the army. This circumstance, in all probability, proved the bane of the expedition; for it was agreed in a council of war, held on board the *Neptune* on the 25th, that any farther attempts on Rochefort were neither advisable, nor indeed practicable: and though a subsequent order was issued on the 28th by the commander in chief for the troops to prepare for landing, yet a sudden freshening of the wind about midnight, rendered that spirited resolution of Sir Edward Hawke abortive, and the whole armament quitted the French coast on the 1st of October. Disagreeable as the event of this expedition was, and ill calculated to procure either honour or promotion to those who were unfortunate enough to be engaged in it, so highly had the merit of Mr. Pasley attracted the notice of his commanding officer, that he found, on the return of the *Dunkirk*

\* See *Naval Chronicle*, Vol. I. page 119.



Pub<sup>d</sup> by Burrey & Gold Shoe Lane. Dec 1. 1800.





to Portsmouth, a commission as an established lieutenant, lying there for him, by which he was appointed to serve on board the Roman-Emperor fireship.

He was quickly afterwards removed from this vessel at his own special request into the Huzzar, a frigate of twenty-eight guns, commanded by that illustrious naval character, Mr. Elliot. This station, as might be expected from his wish to obtain it, was particularly agreeable to him; and Captain Elliot being soon after put in command of the Eolus, of thirty-six guns, Mr. Pasley removed with him into that ship. On the 15th of March 1769, being then stationed on a cruise off the coast of France, he had the good fortune to fall in, near Basque Road, with two French frigates, the Blonde, of 36 guns, and Mignone, of 20. Notwithstanding the disparity of force, Captain Elliot, fully confiding in the spirit and conduct of the officers and men whom he commanded, hesitated not a moment in giving chase. The enemy, on the contrary, crowded all the sail they could set, in the hope of declining any contest whatever, and making their escape. The Blonde was fortunate enough to succeed; but the Mignone, after sustaining a short though smart action, in which her Captain, the Chevalier de Transanville, and a considerable number of his people were killed, and the second Captain, with twenty-five of the crew materially wounded, was compelled to surrender. The singular disparity of loss sustained on board the pursuer and her prize, deserves not to be passed over in silence. Incredible as it may appear, in the latter, it exceeded not one or two persons slightly hurt: an incontrovertible proof of the superiority with which the English ship was manœuvred and conducted, comparatively with that of her opponent.

At the commencement of the year 1760, the Eolus was employed on the Irish station, and having accidentally put into the port of Kinsale to refit, had the good fortune, as subsequent events proved it to be, to find the Brilliant, commanded by Captain Logie, and the Pallas, by Captain Clements, both being frigates of thirty-six guns each, lying

in the same port. Very soon after Captain Elliot's arrival, he received intelligence from the Duke of Bedford, then Lord Lieutenant of Ireland, that a French squadron, under the command of that well-known character the brave Thurot, was not only off the coast, but had actually effected an invasion of the island itself, by landing more than 1000 troops at Carrickfergus. The chief command of the English squadron rested with Captain Elliot, as being the senior officer; and such diligence was used after receiving the interesting intelligence, that all the frigates were under weigh, though one of them was in an actual state of refitment, in little more than one hour.

Having proceeded in quest of the enemy, their squadron was fortunately discovered on the 28th of February. Its force was found to consist of the Belleisle, of 44 guns, the Blonde, of 36, and the Terpsichore, of 28. Thurot himself, with a gallantry that merited a better fate, seemed as little inclined to avoid an engagement as Mr. Elliot. It commenced about nine o'clock in the morning, the Eolus engaging the French Commodore, and her two companions the remainder of the squadron. It was contested with much spirit and ability for an hour and a half, when the brave, the humane, and generous Thurot having fallen, his death appeared to operate as a stroke of thunder among his people. The Belleisle immediately surrendered, and her comrades followed her example.

An event which took place during the encounter reflects too much honour on the judgment of Mr. Pasley to be omitted in this place. The Eolus had fallen on board the Belleisle, the bowsprit hanging over that ship's quarter-deck, and was consequently not only left exposed to the whole weight of the enemy's fire, without being able to bring a single gun to bear on her antagonist; but also compelled to engage the Blonde at the same time with her aftermost guns, that frigate having fallen on board the Eolus. In this perilous situation, Mr. Pasley called the men from the foremost guns, which he at that time commanded, and having

boarded the enemy at their head from the bowsprit, made himself master of the deck, and obtained intire possession of the ship. As soon as this success was achieved, he sent on board the *Eolus* for an English jack, which was immediately hoisted on board the prize, as the signal of her surrender. Before it was possible, however, to effect this necessary purpose, Captain Logie in the *Brilliant*, seeing the dangerous situation of the *Eolus*, and remaining unacquainted with the surrender of the enemy, bore up to the *Belleisle*, and poured the whole of his fire into her. The jack, however, being immediately hoisted, a repetition of the same tremendous salute was happily prevented, and the victory remained complete. The injury sustained by the prize was so serious, as to render it extremely difficult to carry her into port; but exertion prevailed over the weight of disaster, and the captors, together with the captured, reached Ramsey Bay in the Isle of Man in safety. The whole of them being repaired as well as circumstances would permit, proceeded in triumph to Portsmouth, where they arrived on the 26th of March.

Captain Elliot was soon after his arrival, removed into another ship; but Mr. Pasley continued to retain his station under Captain, now Lord Hotham, who was appointed to succeed him, and with whom he remained till the year 1762. In the *Eolus* Mr. Pasley returned to his former occupation of cruising, but was not concerned in obtaining any advantage more material than that of capturing five or six privateers of insignificant force.

Toward the end of August 1762, being off the coast of Spain, near Cape Ray, in the Bay of Aviles, two large Spanish West India ships, of considerable value were discovered, and after a long and tedious pursuit, driven on shore. The *Eolus* was brought to an anchor as near as it was judged her safety would permit, in order to cover both of the frigates; the attempt was arduous and dangerous in the extreme; but the consequence of it induced the assailants, who were put under the command of Lieutenant Pasley, to

spurn at difficulty and defy danger. The largest of the West Indiamen was homeward bound from the Carracas, deeply and richly laden with hides and cocoa, and of immense magnitude for a ship of that class, being of nearly 1200 tons burden. She was protected by a formidable battery, situated on an eminence; but the fire of the *Eolus* having in some measure checked the ardour of the enemy in that quarter, they quickly abandoned their guns, and the ship was left to her fate. The prize having unfortunately bilged, her gallant captor was obliged to set her on fire, as, indeed, had been first projected; but her consort, being of lighter draft of water, got afloat during the night, and was successful enough to effect her escape. In recompence for this disappointment, the *Eolus* captured, on the 20th of the same month, a very valuable French ship outward bound, from Bourdeaux to St. Domingo, called the *Formidable*; and in two days after their success, met with a French convoy, consisting of eight sail, one of them a ship of the line, which was very gallantly and judiciously attended for the space of five days in the hope of an attack becoming feasible and proper. On the return of the *Eolus* to England, Mr. Pasley had the satisfaction of finding that he had been promoted during his absence, to the rank of commander, and was appointed to the *Albany* sloop of war; a vessel that was employed in the useful though little desirable occupation of convoying vessels to and from the port of Milford. After some continuance in that sloop, he removed into the *Weazel*, on board which vessel he had served almost immediately after his first entrance into the navy in the capacity of midshipman; and soon after he had taken upon himself the command of her, proceeded to the coast of Guinea. The season was so dreadfully sickly, and the time of year when he was ordered out so peculiarly dangerous, that all the engineers (four in number) whom he carried out as passengers, together with a considerable part of the ship's company, died. The remainder, who still survived, were so sickly, that Captain Pasley was under the sad neces-

sity, though in a time of profound peace, of impressing men from many of the merchant vessels that he met with, in order to enable him to bring his vessel home to England. After a second voyage to the same unhealthy quarter, but in which he was not so unfortunate as to experience the former evils, he removed into the *Pomona*, of eighteen guns, and was ordered to Greenock on the impress service, in consequence of the apprehension of a rupture with Spain respecting the Falkland islands. In 1771, he was very deservedly advanced to the rank of Post Captain, and being appointed to the *Seahorse*, of twenty guns, was ordered to the West Indies, where he rendered very material service, by his manifold exertions during the contest with the Caribbs. Having returned to England in the ensuing year, and the *Seahorse* being put out of commission, he continued unemployed till 1776: being then appointed to the *Glasgow*, he was sent out to the West Indies with two sloops of war under his command, to convoy thither a valuable merchant fleet, consisting of 120 sail.

By his care and unremitting attention to this valuable charge, he had the satisfaction of receiving the very unusual honour of thanks not only from the persons whose property he protected, but from the cities of London and Bristol, and other ports, the wealth of whose inhabitants he had so materially contributed to preserve. Their gratitude was not confined to this empty compliment of words; but a piece of plate being prepared by order of the different committees, was presented to Captain Pasley's lady during his absence, as a more substantial proof of mercantile favour and approbation. Singularly marked must have been the conduct of that man who could on all occasions attend so strictly to his duty, as to acquire the most general and unqualified approbation from men, who, however highly we may regard many of them as individuals, considered as a corporate body, are by no means the most ready to allow merit, even where it is due.

On the return of Captain Pasley to England, he performed a similar service; and, with the exception of the present alone, had the satisfaction of receiving similar honours. Soon after his arrival in England, he was appointed to the *Sybil*, a new frigate, of 28 guns, and was sent with Admiral Edwards on the Newfoundland station; on his voyage from thence to Lisbon, according to the customary routine of service in time of war, he had the good fortune to capture not only an American privateer, which had for a considerable time dogged his convoy in the hope of carrying some of them under cover of the night, but a Spanish packet also, with dispatches of consequence, which he carried with him into the Tagus. After having repaired to England, he was immediately ordered to the Cape of Good Hope, and returned back from thence with two very valuable India ships, which he was sent out to protect.

In 1780, he was promoted to the *Jupiter*, of 50 guns; and after a short continuance under the orders of Admiral Digby, was, at the commencement of the ensuing year, ordered to put himself under the command of Commodore Johnson, who was then on the point of sailing upon a secret expedition to the southward, with a squadron consisting of two ships of the line, three of 50 guns, including the *Jupiter*, with several frigates, armed storeships, and transports. The attack made on this armament by Monsieur de Suffrein, while it lay in Porto-Praya Road, at the head of a squadron consisting of five ships of the line, is too recent to render any recital of the circumstances necessary. Suffice it to say, that the *Jupiter* was very materially distinguished for the power and force of her fire; and during the torrent of obloquy which was indiscriminately, and certainly undeservedly thrown on some persons concerned in that encounter, the conduct of Captain Pasley was very justly applauded by the friends and by the enemies of all parties. The subsequent events which took place during the remainder of the voyage, which was successful as to the point for which it was under-

taken, have not sufficient interest to engage the attention of the hearer, or to repay the trouble of particular recital. They were confined to the mere capture of a fleet of Dutch India ships, surprised in Saldanha Bay, and which, being totally incapable of making effective defence, surrendered without resistance. A considerable space of time was unavoidably consumed in the tedious passage to and from Saldanha Bay; a circumstance that must have been peculiarly irksome to an officer of so active a mind. The *Jupiter* having returned to England in 1772, was, in the month of May, ordered to proceed to the West Indies with the late Admiral Pigot as a passenger, he being appointed commander in chief of the fleet employed in that quarter, as successor to the late Lord Rodney, who was recalled.

The *Jupiter*, soon after her arrival, was ordered on a cruise off the Havannah, and Captain Pasley had the good fortune to capture five vessels out of thirteen which he fell in with, all of whom he would in all probability have taken, had the commander of an armed brig, then in company with the *Jupiter*, observed Captain Pasley's instructions properly. This expedition, however, had nearly proved extremely disastrous; for the prisoners which were taken on board the brig, having risen on the commander and the crew, obtained possession of the vessel, which they carried into an enemy's port; and the people on board one of the prizes having also risen, succeeded, and carried her into the Havannah. Upon getting into that harbour, they informed the Spanish Admiral of the situation in which the *Jupiter* was; he accordingly dispatched two ships of the line, one of eighty-four, the other of sixty-four guns, to capture or destroy her. Captain Pasley had fortunately succeeded in getting the *Jupiter* afloat during the interim; but almost immediately afterwards he fell in with the *Tiger*, which was the largest of the Spanish ships. The enemy immediately gave chase, and gained considerably on the *Jupiter*, which, owing to the injury she had sustained,



in consequence of the misfortune just related, sailed very heavily. At the dawn of day, the *Tiger* was within gun-shot, and Captain Pasley finding escape impossible, called together his crew, whom he spiritedly harangued for a few moments. Their approbation of his declared intention as to engaging the enemy, which was warmly manifested by three hearty cheers, encouraged him in the desperate attempt. The *Jupiter* brought to, and prepared for action. The enemy, probably intimidated by this appearance of resolution, which they knew not how to account for, immediately hauled their wind, fired two guns, and suffered the *Jupiter* to continue her voyage unmolested. Captain Pasley accordingly sailed to Antigua, for the purpose of repairing his shattered vessel: and, as some palliation for the disappointments he had met with, and the perils he had survived, he made prize of a mast-ship in his passage, and carried it in safety to the port to which he was bound. Hostilities ceased soon after the last of these events, and the *Jupiter* went to Chatham, where she was put out of commission and dismantled.

The five years which immediately succeeded to the cessation of hostilities were passed by Captain Pasley in that relaxation of domestic retirement, which is absolutely necessary to recruit and recover an active mind from the fatigues it has undergone. In 1788, however, he was invested with the chief command of his Majesty's ships and vessels in the Medway; and hoisted his broad pendant in consequence of his appointment, on board the *Vengeance*. His nomination to this station reflects on him the highest honour; when it is considered that it is the only home command ever bestowed on any person in time of peace, not previously holding the rank of a Flag Officer. From this station he removed, first into the *Scipio*, and secondly into the *Bellerophon*; and, while in the latter ship, was ordered to join the main or Channel Fleet, in consequence of the apprehended ruptures first with Russia, and afterwards with Spain. The disputes

being both compromised, he repaired to Chatham, where he continued during the customary period allotted to such a command. Retiring temporarily from the service, he again continued unemployed, till the commencement of the dispute with France, at the beginning of the year 1793, served once more to call forth his exertions and his abilities. He was appointed as an established commodore, to hoist his broad pendant on board his former ship the *Bellerophon*, and being immediately ordered to join the main fleet under the orders of Lord Howe, was frequently detached with small squadrons on various services, which it were immaterial to enter into any detail of.

On the 18th of November in the same year, the British fleet had the fortune to fall in with a detachment of the enemy's ships of war, consisting of six sail of the line besides frigates. Earl Howe immediately made the signal for particular ships to chase the enemy, and soon afterward the whole fleet followed their example. The *Latona* frigate, however, commanded by Captain Thornborough, was the only vessel which was able to get up and exchange any shot with the enemy, as it presently became so totally dark as to prevent a farther continuance of the action. Earl Howe having at the close of the day made a signal that the ships under his orders should use their utmost endeavours to keep sight of the French during the night, but not to come to any engagement, the *Bellerophon*, with the utmost diligence, accomplished the instructions; but Captain Pasley was extremely surprised at finding himself close to his antagonists and accompanied only by the *Latona* and *Phoenix* frigates. Though every other ship composing the British fleet was out of sight, not the smallest attempt was made on the part of the enemy toward entering into any contest; nor did he again fall in with Earl Howe, or any of the fleet under his orders, till they all returned to Torbay, when he had the satisfaction of receiving the thanks of that nobleman for his conduct on the preceding occasion, expressed in the most flattering and handsome terms.

On the 12th of April 1794, being advanced to the rank of Rear-Admiral of the White Squadron, he hoisted his flag on board the same ship to which he had been so long attached, and was appointed to command a detached or reconnoitring squadron. The events which took place during the action that happened on the first of June following, are too deeply graven, perhaps, in the mind of every Briton attentive to the welfare of his country, to render any recital at this shortly distant period necessary. With the events which immediately preceded it, the case is different; nor can those occurrences that so materially conduced to so signal a victory be considered less interesting than others which in the hour of contest procured it.

On the evening of the 28th of May, the enemy's fleet being discovered to windward, the Rear-Admiral led on his own division with firmness and intrepidity to the attack. The Bellerophon being the headmost, brought the Revolutionaire, of 110 guns, which was the sternmost of the enemy's fleet, to action, and engaged her singly for more than an hour before any other ships of the British fleet could get up and support her. Being then disabled by a contest with so superior a foe, signal was made by the commander in chief for the Rear-Admiral to desist. Lord Hugh Seymour, who commanded the Leviathan, also a fourth rate, of 74 guns, was at that time nearly up, and soon afterward engaged the Revolutionaire, as did Captain Parker also, who commanded the Audacious. The darkness of the night in great measure contributed to put an end to this partial contest. At the dawn of the ensuing day, both fleets appeared drawn up in line of battle, and an engagement partially commenced. Earl Howe having made the signal for the British ships to pass through the enemy's line \*, the Bellerophon immediately obeyed and passed through in close

\* A correct description of this attempt is given in the *Naval Chronicle*, vol. i. page 24. The manner will be found clearly exemplified in the plate annexed to it, where the Bellerophon is seen in the act of firing from both sides at once as she is passing between the ships of the enemy.

action, accompanied by the Royal Charlotte and the Leviathan. Of the circumstances that prevented a farther continuance of this encounter, and of those which preceded it, Earl Howe gives the following account in his supplementary dispatch:

“ The British fleet appearing on the morning of the 29th, when in order of battle, to be far enough advanced for the ships in the van to make some farther impression on the enemy’s rear, tacked in succession, with that intent. The enemy wore hereupon from van to rear, and continued edging down in line ahead to engage the van of the British fleet. When arrived at such distance as to be just able to reach our most advanced ships, their headmost ships as they came successively into the wake of their respective seconds ahead, opened with that distant fire upon the headmost ships of the van, after bringing about on the starboard tack, and would have come abreast of the Queen Charlotte, had she not kept to the wind; and the appointed movement consequently be liable to fail of the purposed effect. The Queen Charlotte was therefore immediately tacked, and followed by the Bellerophon, her second astern (and soon after joined by the Leviathan), passed through in action between the fifth and sixth ships in the rear of the enemy’s line. She was put about on the larboard tack forthwith after the enemy, in preparation for renewing the action with the advantage of that weathermost situation. The rest of the British fleet being at this time passing to leeward, and without the sternmost ships, mostly of the French line, the enemy wore again to the eastward in succession for succouring the disabled ships of their rear; which intention, by reason of the disunited state of the fleet, and having no more than the two crippled ships, the Bellerophon and Leviathan, at that time near me, I was unable to obstruct.”

During the two succeeding days, the long and tedious interval between the skirmish last mentioned, and the final,

the glorious, termination of this so long pending contest, a thick fog prevented a renewal of the action; but the hostile fleets in the short spaces of time when the atmosphere became less obscure, were constantly visible to each other. Early in the morning of the 1st, a day generally and with much justice styled the glorious, the ever glorious, FIRST OF JUNE, the British fleet having had the fortune to obtain the weather-gage in the course of the preceding day, bore up for the purpose of bringing the enemy to a general and decisive action, between seven and eight o'clock in the morning. Needless is it to say, that after one of the longest, bloodiest naval battles ever recorded in history, a total defeat of the enemy's armament was effected. The loss was trivial considering the magnitude of the advantage, and would have been still less to be lamented, had it not fallen particularly heavy on officers of high rank, revered by their crews and adored by their fellow subjects. Three Flag Officers, one of whom was Mr. Pasley, were severely wounded: fortunately was it for his country, and equally fortunate was it considered by himself, that the injury he sustained did not take place till the encounter had nearly been brought to a conclusion. It, nevertheless, may be considered unlucky, that after having on so many occasions, and so eminently distinguished himself, escaped unhurt through the hottest fire, during a great part of which time he had to contend at the same moment with two of the enemy's ships, he should have the misfortune to lose his leg when the victory might be said to have been obtained. He had, however, the satisfaction of receiving every palliative to his wound which the attention of his Sovereign, his commander, and his country could bestow. Of these, the following authentic copies of letters, the first written to him by his noble commander, the second by the British Minister, may form a small and truly honourable specimen.

" *Portsmouth, June 16, 1794.*

" Lord Howe being again prevented in his intention of waiting on Admiral Pasley to day, to have had the pleasure of seeing him, if his state of health had admitted of it, he is obliged to postpone calling on him till to-morrow, when he flatters himself his time will be more at his command.

" He will not trouble the Admiral either with expressions of the sensible concern he felt that the services of a friend he so highly esteemed, and so gallant an officer, capable of such spirited exertions, should be restrained by any disaster from the continued exertion of them; nor will he dwell on the great pleasure he has received on the assurances given him, that the misfortune was likely to prove as little injurious as could be looked for under similar circumstances."

To the praise of a commander, certainly the most honourable existing, was added the just applause of his Sovereign; an applause not given in words only, but accompanied by an incontrovertible proof of its sincerity—dignity and honour, the proper reward of a warrior's labours.

*Verbatim Copy of the Right Honourable William Pitt's Letter to Admiral Pasley.*

" SIR,

" *Downing-street, 26th July, 1794.*

" I HAVE received his Majesty's commands to intimate to you his gracious disposition to confer on you the dignity of Baronet of Great Britain, as a mark of the sense which his Majesty entertains of the distinguished share which you bore in the late successful and glorious operations of his Majesty's fleet under the command of Earl Howe.

" Permit me to assure you of the sincere satisfaction which I personally feel in executing this commission; and of the regard with which I am,

" Sir,

" Your most obedient humble Servant,  
(Signed)

" W. PITT."

" *Rear-Admiral Pasley.*"

The reward bestowed by his Sovereign was not confined to the mere honorary creation just mentioned; a pension of 1000*l.* a year was granted to him, and never, perhaps, had there been one more fairly bestowed, or that met the general approbation of the whole nation more fully.

An injury so peculiarly detrimental to the services of a naval Officer, as the loss of his leg of necessity must be, naturally deprive the public of those farther active exertions which might otherwise have been expected from a person so enthusiastically attached to his profession as Sir Thomas confessedly is. In 1798, he was, in consequence of the mutiny at the Nore, appointed for a short time commander in chief of his Majesty's ships and vessels in the rivers Thames and Medway. This was merely for the purpose of carrying on the customary etiquette of the service; and having quitted it soon as the trials of the different mutineers were over, he was appointed, in the month of March 1799, Port-Admiral at Plymouth, which station he has continued to hold to the present time; uniformly displaying the same activity and ability which constantly marked his character, while the unimpaired state of his body permitted him to engage in a more interesting department of the service.

On the 12th of July, subsequent to the action, Sir Thomas Pasley was advanced to the rank of Rear-Admiral of the Red. On the 1st of June 1795, to be Vice-Admiral of the White, and lastly, on the 14th of February 1799, to that of Vice of the Red, which station he at present holds.

*Heraldic Particulars relative to Sir THOMAS PASLEY.*

Sir Thomas is the fifth son of James Pasley, of Craig, in the county of Dumfries, who died in the year 1773, aged 80, and was buried at Westerkirk, in the said county. His mother was Magdalen, daughter to Robert Elliot, of Middleholm Mill, in the county of Roxburgh. She was married at Langholm castle in the county of Dumfries 1726.

Robert Pasley, of Craig aforesaid, Esq. the eldest brother, was born on the 3d of January 1727; and dying in the month of March 1792, was buried at St. Mary-le-bone, London.

James, the second brother, died in Virginia about the year 1756. John Pasley, of Gower-street, Bedford-square, and of Colney

Hatch, Middlesex, Esq. is now living. Gilbert, the fourth son, died at Madras, Surgeon-general to the army in the East Indies, in the month of September 1781.

Sir Thomas, the subject of the present Memoir, was born at Craig, on the 2d of March 1734. By his lady, Mary daughter of Thomas Heywood, Esq. Chief Justice of the Isle of Man, who died about the year 1788, and was buried at Avignon in France, he has had two daughters, Maria, married in the month of August to Captain Sabine of the Guards, and Magdalen.

William, the immediate younger brother to Sir Thomas, died in East Florida, about the year 1775.

Charles, the seventh son, was born at Murtholm, in the county of Dumfries, on the 25th of January 1740. He married Jean, daughter to John Carlyle, of the county of Dumfries, and is we believe still living.

ARMS.] Azure on a chevron between two roses in chief Argent, barbed vert, seeded Or, and an anchor erect in base, gold, three Thistles proper.

CREST.] Out of a Naval Crown Or, the sails argent, vancs Gules, an armed arm embowed, the hand supporting a staff proper, thereon hoisted a white flag flowing to the sinister, charged with a cross wavy couped Gules, on a canton azure a human leg proper, couped below the knee.

MOTTO.] Pro Rege et Patria pugnans.

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## NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO!

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### NO. XVI.

WHEN Sir G. Rooke was sent into the Sound in the year 1700, to assist the King of Sweden, who was threatened with ruin by the King of Denmark, his firmness, and the appearance of the force he commanded, soon effected the treaty at Travendaht. Previous to the execution of it, a few shells were thrown in *terrorem* over Copenhagen. Charles complained that they did no mischief; and Rooke coolly answered him: "Sir, I was sent here to relieve you, not to ruin the King of Denmark."

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On the 13th of August 1789, died Lieutenant G. Green, of Newcastle, in the Russian service. He led the van of the Russian fleet in the attack of that of Sweden on the 13th of August, and was killed before the enemy was defeated. He was one of the few persons who escaped from the wreck of the Sterling Castle man of war in the

Vol: IV.

West Indies, 1779, after undergoing incredible hardships. He served on board the *Formidable* in the engagement with Count de Grasse, when his cool intrepidity and resolution recommended him to the notice of Sir Charles Douglas, and Admiral Rodney, who got him promoted to a Lieutenancy. At the conclusion of the war he entered into the Russian service, as the best means that then remained of obtaining honour, where his abilities soon recommended him to Admiral Greig, who gave him the rank of Captain in that service. His life was glorious, his actions noble, and his merit deserved those rewards in our service which, doubtless, had the war continued, he would have obtained.

MR. EDITOR,

PHILIP BROWNE, Esq. Captain of the *Rose* frigate, died in consequence of the fatigue he underwent during the attack of the port and town of Savannah in North America by the Count D'Estaing. Captain Browne never took off his clothes for three weeks. He sickened with a fever, and died in a few days. I well remember hearing a Scotch Officer declare, "that the place would have fallen into the hands of the French but for the astonishing and unwearied exertions of Captain Browne, of the *Rose* frigate." He married one of the beautiful twin daughters of the late John Dalby, Esq. of Hurst Park; who on hearing of her husband's death, being then pregnant with her fourth child, was taken ill and died, as did her infant, leaving three little orphan sons, the eldest only seven years old. It was at length determined, after an unsuccessful application to the Admiralty, that the three orphans should present a petition to his Majesty some Sunday when walking on the Terrace at Windsor; accordingly, in their deep mourning for both father and mother, the little children knelt and presented their petition, which was graciously accepted. The eldest has been many years in the army, the second entered on board a man of war when only eleven years old; and when he visited me some time since, apologized for his ignorance of courtly manners, by saying, "that he had almost uniformly lived on the Ocean from eleven years old to his present age—twenty-seven. He was at that time a Lieutenant in the *Nassau*, then commanded by his relation Captain Herbert Sawyer, son to the worthy Admiral of that name. I remember, Mr. Editor, an anecdote of this Lieutenant when only seven years old: I applauded his spirit for flying like a lion, on a mischievous old buck, in his grandfather's park, butting furiously at his eldest brother; throwing his arms around the animal's neck, he rolled down on the ground, and stedfastly kept hold. On being asked by a relation how he ventured to do it, the spirited boy exclaimed, "Do you imagine I could bear to see that nasty beast kill my brother? No, I would do it again."

N.

MR. EDITOR,

IN addition to your *Life of Lord Nelson* *, you should, I think, preserve the prayer that was used on account of his glorious victory on the 1st of August 1798.

" O ! Almighty God, the sovereign Ruler of all the world, in whose hands is power and might, which thou hast vouchsafed to the fleet of thy servant, our Sovereign, in distant seas, we offer thee, as we are most bound, thanks and praise ; for of thee alone cometh both counsel and strength for the fight ! Thou alone givest victory unto Kings, and deliverest thy servants from the peril of the sword. We beseech thee, give us grace to improve this, and all thy great mercies to thy glory, the advancement of thy Gospel, the honour of our Sovereign, and, as far as in us lieth, to the good of all mankind : and keep alive, we pray thee, by thy sanctifying spirits in our hearts, such fear of offending thee, such reliance on thy help in time of need, as may daily appear in the conformity of our lives to the doctrine of our Lord and Saviour, Jesus Christ ; to whom with thee, O Father, and thee, O Holy Ghost, three persons and one only God, be all honour and glory, world without end. Amen."



MR. EDITOR,

I send you the following Extract from the ANTIQUARIAN REPERTORY, Vol. I. page 60.

SIR,

THE following gallant and almost incredible action and signal victory gained by an English Captain, commanding one small privateer, over a large Turkish fleet, is related by Roger Earl of Castle-mayne, in his account of the war between the Venetians and Turks, drawn up in form of a letter, dated 23d May 1666, and addressed to King Charles the Second. As the book is rather scarce, and the fact not much known, I have transcribed it for your Work, and if you have a spare corner should be glad you would insert it.

Yours, &c.

B. L.

Among the English that fought bravely, Captain Thomas Middleton (who had his ship hired in the service) did a most prodigious action. It happened that the Admiral, intending a design against the Dardanelles, put Middleton in so desperate a place, that he was in danger from land to be sunk at every shot. He advised the com-

* See *Life, Character, and Services of the Right Hon. Lord Nelson of the Nile*, vol. iii. page 157. or No. XVI.

mander of it, and withal told him that the peril of himself and ship did not so much trouble him, as to be set where it was impossible for him to offend the enemy. Having no answer, or at best, a bad one, and seeing it could not prejudice the fleet, he drew off a little the vessel (his own livelihood), from the needless danger it was in. When the business was over, they dismissed him (in a council of war), with the title of coward, and all the soldiers being taken away, he was left with only some fifty English to return home, or whither else he pleased. He had not parted long from the Armada, but in a stark calm met with twenty-five sail, of which eighteen were the best galleys the Great Turk could make in all his fleet; these crying out in derision that they would eat English beef for dinner, fell upon him, wanting no assurance, being assisted with the stillness of the air, and their own strength and number. But for all this confidence they missed their aim, for, after a long and sharp encounter, the two Bassas that commanded were killed, with 1500 to accompany them; and besides the many that were wounded, the whole squadron was so shattered, that they had hardly oars to get off, and were all unfit to serve, at least for that year. The Captain had neither wind, sails, nor tackle left to follow them; but with much ado he yet afterwards came safe to Candie, and there presented to the General a whole ton of salted heads of those he had killed in their often boarding. His Excellency was astonished at the thing, and after all the caresses imaginable, he acquainted the Senate with it, who, with universal consent, ordered him a chain and medal of gold, as a testimony of their high esteem and his own commendable valour. Middleton afterwards died on his journey home, leaving a son, who commands here a ship, and is very well esteemed by all the Nobility for his resolution and conduct."



ANECDOTE OF THE EARL OF CLONCARTIE.

WHEN this nobleman was Captain of a man of war, and was cruising off the coast of Guinea, he happened to lose his chaplain, who was carried off by the yellow fever; upon which the Lieutenant, who was a Scotchman, gave him notice of it, by saying at the same time, "that he was sorry to inform him, that he died a Roman Catholic." "Well! so much the better," said his Lordship. "Oot awa, my Lord, how can you say so of a British clergyman?" "Why," says his Lordship, "because I believe I'm the first Captain of a man of war that could boast of a chaplain, who had any religion at all."

AN EXTRAORDINARY UNDERTAKING.

“ THE propositions of Captaine John Bulmer, in the Office of Assurance, London, for the blowing up of a boat and a man over London Bridge. In the name of God, Amen. John Bulmer, of London, Esquire, Master and Surveieur-generall of the King's Majesty's mines royall, and engines for waterworkes, propoundeth, (by God's assistance), that he, the said John Bulmer, shall and will, at and in a flowing water, set out a boat or vessel with an engine floating, with a man or boy in and aboard the said boat, in the river of Thames, over against the Tower-wharf or lower; which said boat, with the said man or boy in or aboard her, shall the same tyde, before low water againe, by art of the said John Bulmer, and helpe of the said engine, be advanced and elevated so high, as that the same shall passe and be delivered over London bridge, together with the said man or boy in and aboard her, and floate againe in the said river of Thames on the other side of the said bridge in safety. And the said John Bulmer, for him, his heires, executors, and administrators, doth hereby covenant and promise, that he, the said John Bulmer, shall and will performe and accomplish the premises within the space of one month next after he shall cawse intimation to be given into the Office of Assurance, London, that he is about, or intends to put the same in practice; which intimation shall so by him be given at such time, and so soone as the undertakers against him, wagering six for one, shall have deposited and left in the said office such a considerable summe of money as the said John Bulmer may compute will counteruale the charges of contriving the said boat and engine, and such other disbursements as shall arise and grow in prosecution of the said businesse, and he, the said John Bulmer, shall and will deposite his proportion of monies in the said office accordingly; and the said monies so deposited by the said undertakers and the said Bulmer, shall remaine in the said office until the said Bulmer shall either have accomplished the same, or the time expired for accomplishment thereof; and the said undertakers, and every of them, shall subscribe and underwrite such summe of money as they, or any of them, shall deposite, adventure, and wager, against the said Bulmer; which said monies so deposited by the said undertakers and the said John Bulmer, shall be delivered to the said Bulmer (in case of performance of the premises), otherwise to the said undertakers. Dated the 6th of November 1643.

“ And all those that will bring in their monies into the said office, shall there be assured of their losse or gaine, according to the conditions above mentioned.”

ANCHORS AND CABLES.

(Concluded from p. 321.)

THE thickness of a cable of an East India ship of 700 tons burden, is seventeen and a half or eighteen inches. Yet even in this case the strength of the cable is proportionably less than that of smaller ships; for a ship of 300 tons, which has greater advantages of secure and smooth riding than the Indiaman, has a cable the square of the diameter of which is not less than seventeen and oftener eighteen inches, while the square of that of the latter is only thirty-six; whereas, if the other is only sufficiently cabled, which is known to be the case, it ought to be forty-two.

Taking, however, the India ships as sufficiently cabled, it is to be observed, that twenty-two-inch cables were some years ago the largest made, and were then, I believe, in general use among ships of the line of whatever rate; but seventy-fours, in some instances, had cables of only twenty or twenty-one inches. The strength of the cable of a seventy-four, may, therefore, in a cursory estimate, be expressed by the number fifty-one, or fifty-seven, and of first and second rates by only that of fifty-six or fifty-two; but the real strength of a seventy-four, to be proportionable to her strain, ought to have been 108; that of a second rate, at the least, 130; and of a first rate, instead of fifty-six or fifty-seven, 144, or upward.

It appears, then, from the above statement, that a seventy-four has, at most, only half the strength in her cable that her tonnage strength requires; a second rate less than half, and a first little more than one-third. It may occur to the reader, perhaps, on a slight view of the subject, that these ships make up the deficiency of their single cables by superior lengths on them, and a greater number; but this opinion I shall endeavour to prove erroneous.

In Falconer's Dictionary is an assertion, the belief of which is, in all probability, the actual cause of the evil of which I am complaining: it is there said, that "THE RELATIVE STRENGTHS OF CABLES ARE AS THE CUBES OF THEIR DIAMETERS*;" and on this prin-

* This is taken, it may be presumed, from Savenier, Duhamel, and Morogues. English authors I know, have laid the square which is the true one, or nearly so. The benefits conferred upon science by the Academicians, in giving a large display of nautical matter, must be allowed; but many false positions and principles obtain in various parts of their works, which must be credited with caution. The error, I am fearful, has been widely extended, and carried into practice, as I have heard many seamen and manufacturers express their belief in its truth.

ciple it is, perhaps, inferred that the relative proportion is preserved. For, thus, upon assuming that a twelve-inch cable is proportioned to a ship of 300 tons, the cube of its diameter being sixty-four, and the cube of the diameter of a first rate's cable from 420 to 430, then there would be the power of nearly seven of the cables of 300 ton ships in one of those of first rates, which will not be much out of the due proportion with their respective nominal tonnage: that is to say, 300 and 2,200, which is only a little more than as one to seven; but it appears from the indubitable and invariable results of experiment, that so far from an augmenting ratio of power being the consequence of the conduplication of materials, even the squares of their diameters absolutely expresses too favourably the relative powers of large ropes against small. Strength, instead of being gained, is lost in combination; for the sum of the actual strength of the parts of a rope, separately taken, is more than that which their union will produce; and a small cable is stronger for its size than a large one. It would be much too hasty a deduction, however, to conclude from this position that two or more small cables of a certain strength are therefore preferable for the service in question, to one large cable containing the united materials; yet this appears to be resorted to as a principle, and brought forward, no doubt, as an argument to justify the current practice, if the propriety of that has at any time been questioned.

In truth, it is of the highest importance that a ship should possess a single cable to enable it to ride against the utmost force of wind and sea; for from the strength of two or more cables joined to support the same strain, a considerable deduction, on account of three principal disadvantages, is to be made.

1. There is not, perhaps, rock, and, some clays excepted, fifty, or I may say ten, square yards of ground, either above or below water, of an equally tenacious quality. The anchor that lies in ground stiffer, in ever so small a degree, than that in which its companion is dropped, will necessarily have the strain upon its own cable, and this will indisputably part before the other. This circumstance accounts for the fact, that ships, in long riding or hard gales, sometimes part one or more of three cables ahead, and are reduced to the security of a single one, and that one, not unfrequently, the worst, which, after all, holds them in safety. In this case we ought to suppose that the anchor of the successful cable lay in easy ground, which gave way and eased the strain.

2. The superior hold of the better anchor produces exactly the same effect as the unequally stiff ground just adduced; and, that anchors generally differ from each other in degrees of excellence, will be allowed.

3. The extreme difficulty of stoppering *two* cables at equal strains, and keeping them in this condition, and the obviously greater, if not impossibility, of doing it upon *three* or more.

From these causes, the dependance placed upon the number of cables ought to be greatly lessened.

It may be supposed, however, to have been hitherto assumed on mere conjectural grounds, that his Majesty's ships ride more insecurely, and part more cables than merchant and East India ships of the tonnage described; but this is by no means the fact. If reference be made to the log-books of ships of each kind that may have been, at the same time in similar circumstances, enduring great strain on their cables, and riding out hard gales together, it will appear that his Majesty's ships break two good cables at least, or more, to one of the Indiaman's, and that the latter, if in trim and well found, can continue to ride long after the ships of the line are blown from their anchors.

I do not assert, on the other hand, that the King's ships break their cables in full proportion to that of the relative strength here calculated to be allowed to them and to the merchant ships; since, in that case, they would break more than two or three for one of the traders: and the reasons that they do not break in this proportion, are, I believe, that they are made of the best hemp, and replaced on sustaining the most trifling damage; are defended in a completer manner, and with better materials; attended during gales with greater care, and managed with more exquisite skill. On all trying occasions, the safety of the ships may be said to depend wholly upon the dexterity with which the officers and crew manage the reins of preservation, keeping up in the best possible manner an equality of strain on the retaining powers. This, in difficulties of long duration, is more than they can effect; and when it is effected, and ships of the line ride as long as well-found merchant ships, in trim for riding, it is to be attributed intirely to the art of the mariner, and not to the inherent power of the retaining mediums.

So far as relates to my personal knowledge and evidence of the facts in question, I declare that I have seen his Majesty's ships part on occasions, which I, who at that time was little acquainted with the true causes, thought extremely trivial, and inadequate to the ruption of a good cable; and when no such misfortune threatened either ourselves or the neighbouring ships, whose situation was nearly as much exposed as theirs, but who conceived that double the strain then suffered would scarcely have broke us loose. Upon inquiry, I found, that notwithstanding the high character which is constantly allowed to his Majesty's cables, parting is a disaster that very frequently befalls his ships, and much more so than it does merchant vessels.

There were in the Downs a few years since, during a week or more of blowing weather, two or three ships of the line, and 100 or more merchant vessels: his Majesty's ships frequently parted; but if such an accident happened to a single merchantman, it, at least, escaped my observation and inquiry.

If the facts and arguments here adduced, and which more extensive information, there is little reason to doubt, would still more strongly confirm, support the position, that his Majesty's greater ships require stronger cables than those now in use, and show that it would be highly advantageous to them to possess one cable, if not two, of sufficient strength to retain the ship against the utmost force of wind and sea, it only remains to be considered how such cables may be procured: some impetiments being to be removed, and a new fabric to be composed.

Before I proceed, however, to this discussion, I may be allowed to call the attention of the reader to the advantages that would accrue from their use, to those ships which we justly regard with the greatest pride, as well as attachment, as the foundation of glory, defence, and safety, to the British people; and which ought, if possible, to possess such a hold as will enable them to ride with security on continued stations, and preserve them from wrecking in the most desperate moments. There are very few places of refuge in which the danger or the strain is reduced to less than half the portion of either that is to be encountered in the open sea; and what I contend for is, that, with cables of double strength, our ships could sustain themselves in the open sea, with as much security as they can in these retreats: a position that will scarcely be questioned, since, as ships in open situations have ridden out considerable gales; such, perhaps, as nature in our climates never exerts in *double* force; it is not unreasonable to expect, that with *double* powers of retention, they would be able to brave a nearly *double* fury of the elements.

That ships may, indeed, ride firmly in much deeper water, and with less quantity of cable than is commonly supposed, will appear, when I proceed to show the angle of riding—or that beyond which the power of retention being lost, rather than gained, by veering the cable, ships may bring up at such a distance from the land, as, if driven from their station, would allow them room and time to get under sail and beat up, if the wind blew in shore; or, perhaps, to ride out a gale against which they could not beat up, and bid defiance to the shore: since, with the length of cable they possess, they may ride as securely in fifty fathom water as in fifteen, a depth that in almost every part of the world gives a vast offing from the shore. That ships of the line

would be capable of riding longer than all others, were they furnished with adequate instruments, is an observation that forces itself upon the mind. We cannot contemplate their prodigious fabrics, their proud elevation above the surges of the ocean, and not feel that they are able to defy the utmost fury of the elements. Thoroughly, however, to equip these ships for service thus daring and exposed, requires other alterations and additions than in the article of cables; but these are foreign to our present inquiry. What I state at present is, that for the current occasions they would be in a very superior degree of safety, were their cables, as they really ought, of double, or nearly double strength.

The principles on which the acquisition of this strength is recommended, are certain and invariable: they are founded not upon opinion, but experiment.

To increase the strength of cables, their dimensions must be enlarged; but, in order to procure a cable that, with dimensions thus enlarged, will be manageable, a fabrication different from the present must be introduced. For every quality requisite in a cable, except, perhaps, those of repelling water and enduring the necessary washing, the construction now in use is the worst that can be adopted. Our cables have nine strands, which is the greatest complication of yarns that is laid; but, in fact, every departure from a single simple twist, though requisite for work and wear, takes from their strength. The fairer that yarns lay to their strain the better; when they lay diagonally to their strain they sustain great injury. The difference in strength of yarns laid in three strands and in nine, their length and quality being the same, is, according to the hardness or moderateness of its twist, from a seventh to a twelfth against the latter. It is, besides, fathom for fathom the heavier, in the length of a whole cable some fathoms shorter, and the stiffer in such a ratio, that I conceive half as much more yarn, laid in a three strand-rope, would bend with greater facility; and I doubt not that *twice* the quantity, laid in three strands of a moderate twist, would bend as easily as the present nine strands; and moderation of twist, as I have already observed, is an advantage to the strength.

If it be objected, that these cables of a three-strand lay would not wash and wear so well as the nine; I answer, 1. Positively, that they will do both much longer than the latter are now expected to do service on board ship of war; and, 2. That unless hereafter approved, the fabric proposed is by no means intended for common use. As sheet and spare cables they would seldom be wetted, and when wetted their strain would prevent absorption and spunginess: so that these difficulties can be of no weight.

I have already hinted that a report has reached me of an improved lay of cordage, and coincident reduction of size. I congratulate his Majesty's service on the alteration, so far as it is an improvement : the improvement was wanting ; but I am impelled to protest against the reduction. It is beyond the power of art to make, by any lay of yarn, a variation that will be constantly and uniformly advantageous in a greater degree than one-sixth, unless it be done in the salvage, which, if at all, will not answer for a great length, and need only, perhaps, be mentioned to be condemned. The practice of bringing all the elementary fibres into order by machinery, and of procuring, by a peculiar mode of combing, and a judicious and assiduous selection of materials, yarn of a superior description, may produce cordage of a quality very extraordinary when compared to other ropes ; but it is to be remembered, that, that part of the process which depends upon the *selection* must be of a nature somewhat accidental, and liable to various occasional and individual failures ; and that, therefore, the expectation of a constant supply of cables of equal excellence with the samples, will only be a source of disappointment.

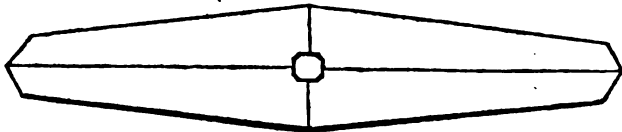
It is most ardently to be wished, that cables of from three to four thousand yarns, that is, from twenty-eight to thirty-four, and, if manageable, to thirty-six inches in circumference, and of three, or, at most, four simple strands, were fabricated for sheet and spare cables of ships of the line.

Twenty-eight inch cables of this fabric would, for their size, be stronger than ordinary ones. The yarn that will form a nine-strand of twenty-eight inches, would, if laid in a three strand, produce a cable not only stronger but more pliant. It would bend as easily as a twenty-inch nine-strand, if not as a still smaller. The diameter, indeed, of the same number of yarns will be greater if laid in three than if in nine, by half an inch, more or less. It is conceived, that a thirty-six-inch cable of three strands might be laid so as to be managed with nearly as much ease as the usual cables of twenty-two inches ; and, if this be true, the difficulty of coiling that might be apprehended is obviated at once.

The principal impediment to the prosecution of this design, consists in the too great acuteness for a rope of such magnitude of the angle of the head of the bitt. The alteration proposed by Mr. Snodgrass would almost wholly remove the inconvenience, but this may be carried a little farther. If both the bitt-heads were rounded with additional timber to two and a half or three feet diameter, it would be far the better in every respect. It is not impossible that, upon trial, a thick coating of lead round them might be found to resist the friction of the cables very sufficiently : it wears well in the

hawse, and might do there; and then the cables would not fire in a quick run. If lead round the bitt-heads should not be found to answer, a close welding of compact cordage might; and that, being of an absorbent nature, would probably carry moisture sufficient for the intire removal of all danger of firing. It should be observed, that ignition is excited upon hard-rubbed wood sooner, perhaps, than upon any other substance whatever, steel excepted.

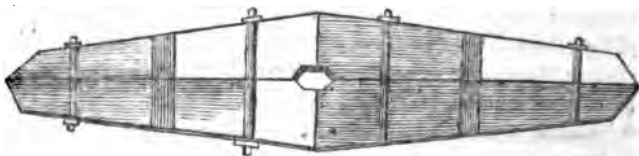
With respect to anchors, I wish to suggest that a great improvement might be made in them by the introduction of stocks of iron, tapering from five inches in the middle to four at the edge:



Seven feet long.

Seven feet long.

The two parts of which stock might be bolted with four bolts and forelocks.



With this sharp form, angulated every way, the stock would sink, in loose ground, deep into the earth, and make a prodigious resistance; by means of a proper scope of cable, it would continue this resistance till the fluke of the anchor was almost so much elevated as to lose its hold, and at the same time help to retard its elevation as well as preserve its hold*.

To speak of the fluke's quitting the earth in a strain before the stock be elevated, may seem singular, but we must judge from fact rather than from surmise. The action of an anchor can be comprehended only by experiment. By the kindness of Providence, it seems to be governed by laws peculiar to itself, and adapted to its uses. Its manner of resisting is so favourable, that the retainer annexed may, without making a very acute angle with the earth, have all the benefit of its powers. The cable being an hypotheneuse of twice and a

* This observation on the fluke's rising before the stock, is only applicable to loose ground; in hard, the stock rises in a small degree; in the first, stocks of wood rise sooner than those of iron.

half the length of the perpendicular height from the hawse to the ground, is not, perhaps, sufficient. If the cable veered be three times the length from the ground to the hawse, and it does not appear that any advantage can be gained by additional extent, ships of war may work their cables on any deck they please *, and obtain firm anchorage in forty-fathom water, or deeper. If this position be true, as it will most assuredly be found to be, veering a vast length of cable, two or three on one anchor, as has commonly been done, in twelve or fewer fathom water, is not only unnecessary, but injurious; since great lengths of rope become weaker in a ratio proportioned to that length.

To frame experiments that shall demonstrate the truth of the principles here laid down is by no means difficult; and, if they were thought useful, I should have no objection to pointing out or supplying them.

I am, &c.

T. C. PHILONAUT.

ACCOUNT OF HEILIG-ISLAND.

[From the History of the ANGLO-SAXONS.]

THE most celebrated, and the most frequented of the Saxon islands, was Heilig-island. The words literally mean the sacred island, but the date and reason of this epithet are now lost †. In the eleventh century it had two other names; Farria, and Fossetis-land ‡, which have been written with various orthography.

In the German ocean §, not forty miles distant from Eiderstadt, and rather farther from the mouth of the Elbe, stands this venerated

* Safety of riding would be greatly promoted by raising the hawses higher.

† Some derive the name from Hilgo, a bishop of the place; others, and in the opinion of Pontanus, verior, from some holy virgins who inhabited it. Their sacred steps their respectful grass never covered, as all the natives will attest and show. Pontanus Chorog. 739. The name Fossetisland arose from its idol Fosete. Alfridus, in Spencer's Notitia, 372.

‡ Ought we not rather to read Fosset island, or still rather, Fosete-island? See note †, which also, with deference to the Author, seems sufficiently to account for the epithet *heilig* (or holy), or *sacred*.—EDITOR.

§ This description is collected from Adam Bremen, p. 64. Pontanus Chorog. 738—740. I Busching's Geography, 166—168, and from the communications of some gentlemen who have frequented the coast. Nieuwerk, at the very mouth of the Elbe, is a mere sand, with a beacon upon it. In 1714 the island was annexed to the crown of Denmark: it had been formerly possessed by the dukes of Holstein-Gottorf.—Busching.

place. If a line from the Elbe to the peninsula of the Eider were supposed to form the base of an equilateral triangle, Heilig-land would be nearly at the vertex. In the middle of the sea, an abrupt projection of lofty rocks rises awfully from the bosom of the waves, and, strong with the inassailable fortifications of nature, it presents one entrance only to the friendly navigator. Viewed distinctly, two divisions of the stony mass are remarked; one, the highland surnamed Klif, coloured by its red strata of earth, which is every year disclosing more and more of its solid base to the invading waters, seemed once like a mighty wall erected to coerce the ocean. It ascends towards the sky with an elevation of forty-six German ells.

A scanty covering of rich clayey mould, from two feet and a half to four in depth, produces some species of corn, which once excelled the harvests of the Eiderstadt, and a few vegetables, but not sufficient for the demands of its small population; no trees provide their grateful shade and agreeable prospect; their absence is compensated by the happy want of all noxious reptiles. The domesticated animals of our food and labour equalled the best produce of Friesland; they are now reduced to about sixty cattle, and as many sheep, the sudden steepness occasion their wanderings to be restricted. This spot was formerly famous for the capture of herrings; it is still abundant in fish.

The other part, the Duhnen or Downs, is sandy, with a small part of rocky ground, on which stands a fourth of the dwellings of the inhabitants, with the apparatus of their fishery. One hundred and eighty steps compose the descent from the Klif. The red portion detains the waters of the sky when they fall. The Duhnen was formerly full of the sweetest fountains, but at present the water of its two springs serve only the cattle and common uses. It affords no pasturage, but it admits the vegetation of hemp, and shelters the harmless colonies of the rabbit. A mole secures it from the sea, and a channel deep enough for moderate vessels, and about three quarters of a mile broad, has, since 1728, separated the Duhnen from the Klif.

In the autumnal season it is visited by innumerable successions of winged emigrants*, who hope to find on a rock so seclude, a safe asylum and more congenial atmosphere; but its promises are deceitful, for man occupies it, and the pleasure of the monarch of creation demands a lavish sacrifice of animal life: yet moralists admit, that the quantity of general happiness is in all probability augmented in that system, which commands one being to become the food of another.

* The officer, whose account Pontanus has preserved, particularizes the sea-birds, cranes, swans, ducks, larks, and thrushes, among those which perform this autumnal journey, p. 739.

To censure the established order of nature is to put our wisdom in absurd competition with omniscient benevolence.

Its inhabitants imbibe health and vigour from its salubrious sky. They are indefatigable in their occupations, which are generally those of the fisherman and the pilot. Perpetually at sea, like their Saxon ancestors, they disregard the terrors of the ocean, and delight to display their intrepidity when the agitated waters intimidate others. Frugal in their domestic œconomy, the harvest of their nets, and the friendly corn of the poor husbandman of the north, compose the food which contents them. Their agriculture is too simple to boast of those instruments, which diminish the labour without, perhaps, impairing the supply. The horse is wanting. They have not even the universal plough; the nature of the country may prescribe it. The fair sex are the farmers of the island; they condescend, or submit, to dig the land, sow, harrow, and reap, and even patiently thresh, and with handmills grind what their industry has obtained: but it seems not to be brutality of disposition, but the imperious necessities of situation, which impose such revolting toil upon the weaker sex. The men, in-equal but in varied difficulties, employ their activity, and add the bounty of Neptune to the gifts of their Ceres*.

A numerous population is not compatible with a life of such hazard and labour. The families who inhabit the rocks are few; the aggressions of the waves concur to prevent a multiplication. In ancient times, the extent of soil capable of cultivation was much larger than the small portion which at present is visible. Though sacred in the estimation of man, the elements have not respected it. In the year 800, a furious tempest from the north-west occasioned the greater portion to be swallowed up by the waves. In 1300 and 1500, it suffered materially from the same cause; but the inundation of 1649 was so destructive, that but a small part of the island survived it. If another attack should wash away the sandy downs, scarce one-sixth of the present population could subsist.

Surrounded by nations highly civilized, this island exists for the benefit of all who navigate the Elbe. This commercial river, from its

* The island contained many curious minerals, some petrefactions of filberts and waxen tapers, and an ore of gold, which was sent to the dukes of Holstein, and in the processes of smelting yielded so much sulphur as to discharge the expence of obtaining the pure gold. Pontanus 739. This is singular, as gold is seldom found united with sulphur, though auriferous pyrites have been met with in Peru, Siberia, Sweden, and Hungary. 2 Schmeisser, Mineralogy, 23. 2 Chaptal. Chem. 441. Among the substances indurated by the afflux of calcareous matter, we read of human hands. Pont. 739.

dangerous coast, could not be entered without it. A sea-mark by day, a light-house by night, it points out the path of safety to the anxious mariner, and abounds with skilful pilots, who possess the local knowledge which he needs. They conduct vessels to the Elbe, the Weser, the Eider, or the Hever. But though now so useful to the navigator, it was in distant times his most fatal terror. Its capacious port, which opens to the south, will contain above an hundred vessels of burden within its sheltering arms, and defends them from the north and west. So safe an harbour, a situation so contiguous to many marts of wealth and industry, invited the adventurers of promiscuous piracy. From the age of the Saxons almost to our own it was thronged with maritime depredators*. The writers of every period annex this dismal feature to its description; and though we must condemn with delicacy the national employment of our forefathers, we may rejoice that the energies of their posterity have been directed to colonize, not to ravage; to explore with insatiable ardour the boundless fields of science and commercial industry, not to watch like the sanguinary tyger for its unsuspecting victim, and prosper by human misery.

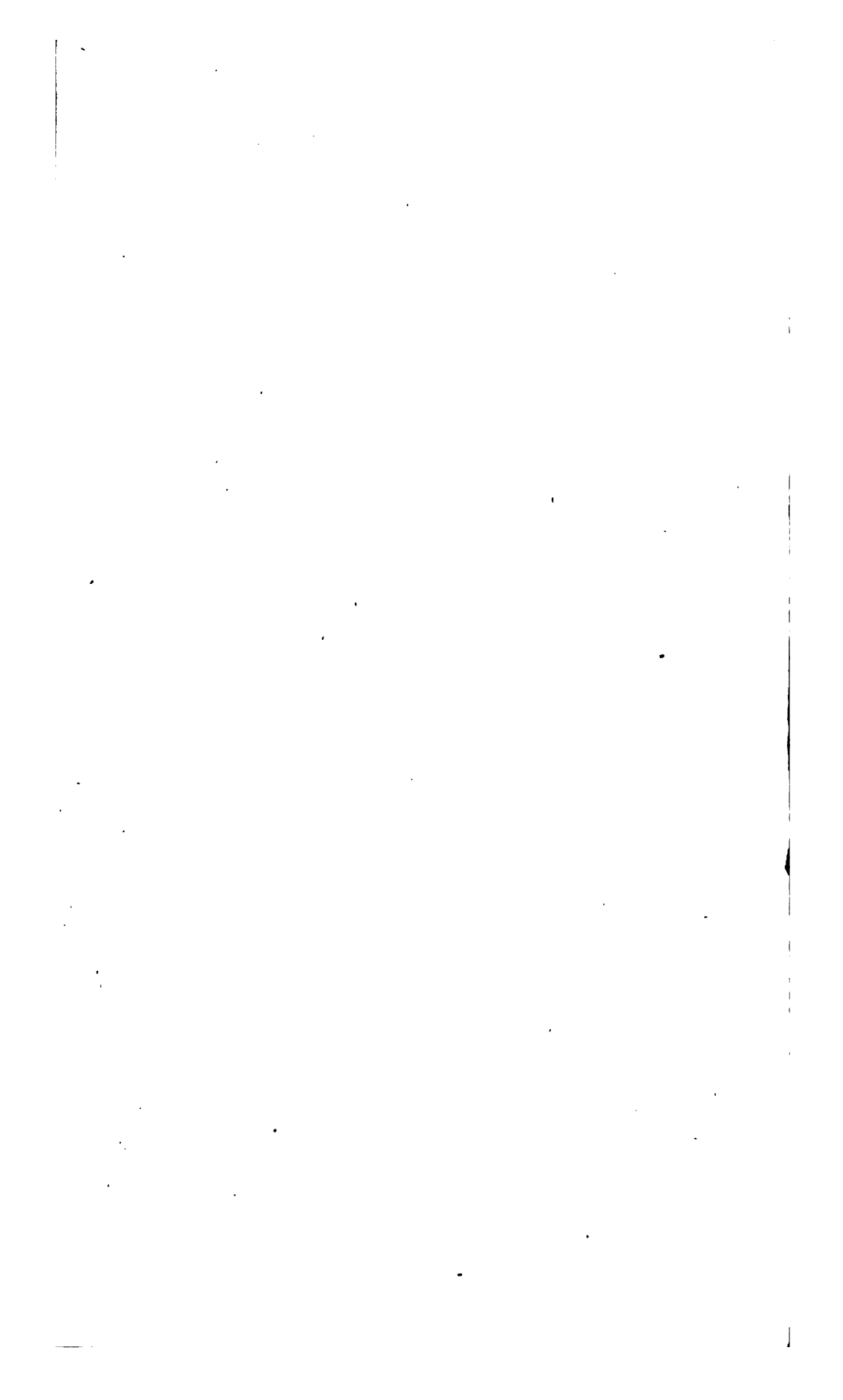
It is a subject of geographical contest, whether it be the *Aðania* of Pliny and the island of the *Castum Nemus* of Tacitus†, p. 28.

* It has been often the seat of royal residence. Radbodus, king of Frisia, had his last sovereignty upon it. The Sea-kings also frequented it. But this island has been often confounded with Helgoland, a populous district of Norway. Pontan. 739. This Helgoland is mentioned in Othter's Voyage, Alfred's Orosius, 24; and in Sir Hugh Willoughby's Voyage, Hackluyt, p. 268. The kings of Helgoland, mentioned in the Norwegian Chronicle, were kings of this province. Pont.

† See Pontanus, 665, 737.—Cluverius gives Heiligland as *Aðania*, and Rugen from its wood and lake, as the island designated by Tacitus, Ant. Ger. 107, 97.—Heiligland has no woods. Pontanus, while he hints the pretensions of Zealand, seems to prefer Heiligland, because it is near the Elbe, and is a translation of *castum nemus*.

DESCRIPTION OF PLATE XLV.

THE annexed view of Gibraltar is taken from the westward. The portrait of a bomb-ketch on the old construction is introduced, with the fleet under the command of Admiral Sir George Rooke, standing into the Bay. The following History and Topographical Account of this important fortress will, we doubt not, be found highly interesting to our readers:—



HISTORY AND TOPOGRAPHICAL ACCOUNT OF GIBRALTAR.

THE rock at the foot of which this memorable fortress is erected, forms a part of the province of Andalusia. Europa Point, which is its southern extremity, is that of Spain also. The rock itself, which lies in north lat. 35. 50. west long. 5. 35. being the Mons Calpe of the Antients, is nearly seven miles in circumference, forming a promontory of very singular shape, three miles in length, which is joined to the main land by an isthmus of sand very little elevated above the surface of the ocean. Its natural strength appears to have been very little noticed in ancient times. The situation did not afford advantages sufficient to induce either the Carthaginians, its neighbours, or the Romans themselves, who subdued them, and reduced Spain beneath its yoke, to fortify it or make a settlement there. The Saracens were more sagacious; and an invasion of Spain being made soon after the commencement of the eighth century by a considerable force, commanded by a Saracen chief, named Tarif Ebn Zarcas, he immediately availed himself of the encouragement afforded as it were by nature to his project, and erected that fortress on the face of the hill which is to this day called the Moorish castle. This erection was called by the Saracens, in compliment to their General, Gibel-Tarif, and from thence, by an easy alteration, is derived the word Gibraltar. A place of arms, established by a powerful and warlike people, on a spot which has latterly proved so impregnable to the impressions of every modern improvement and horrid invention of war, rendered considerable service to the invaders, who extending their conquests, soon became possessed of all the open and most fertile parts of the kingdom. The aboriginal inhabitants, after a bondage, or, if not so, a deprivation of the most valuable part of their possessions for more than five centuries, roused themselves to so high a pitch of national enthusiasm and valour, as not only to attack but defeat their oppressors in a variety of engagements; and even to take from them Gibraltar itself.

This event is said to have happened at the commencement of the fourteenth century; but it continued in the hands of the Spaniards no longer than till the year 1333; when it was besieged and compelled to surrender, after an attack of five months continuance, by Abomelique, son of the king of Fez. Alonzo XI. then king of Castile, was on his march to relieve it at the time of its surrender; but he desisted not in his approach toward it, hoping to repossess himself of it by a *coup-de-main*, ere the Moors could establish themselves sufficiently in their new conquest. The attempt was spirited, but the event had nearly proved fatal to him. Mahomed,

the Moorish king of Granada, having entered into an alliance with Abomelique, marched toward Gibraltar with a numerous army, and encamped in the rear of the Spaniards; so that famine, and the internal commotions which then prevailed in his kingdom, compelled the brave Alonzo, after having fruitlessly persisted in his attempt for a few months, to enter into a convention, by which the confederated Moors very honourably permitted him to retire in safety with his army. He renewed the attempt fifteen or sixteen years afterward, but was then also equally unsuccessful; the Moors, sensible of its value, had paid considerable attention to the fortifications, which they had increased to such an extent as to render it, according to the system of military tactics then practised, as impregnable to human idea, as it is considered at present. Still, however, this sovereign bore his former disgrace so ill at heart, that he resolved to exert every nerve in what he considered as a recovery of his honour; the Moorish garrison was numerous and brave, the fortress extremely well stored both for its own defence and the annoyance of its enemies; but such was the spirit of the assailants, and the unremitting perseverance of Alonzo, that the Moors were upon the point of capitulating, when a pestilential disorder having broken out in the Spanish camp, swept away a multitude of their troops, caused the death of their brave but unfortunate leader, and compelled the miserable remainder to raise the siege in dismay. No farther attempt was made by the Spaniards to re-possession themselves of this fortress for nearly ninety years; when the Count De Niebla resolved to attack it by sea, while his son pressed it on the land side with an army he was advancing at the head of. The intemperate precipitancy of the father caused the failure of the whole project. He attacked the garrison with his galleys ere the troops arrived to co-operate with him, and was not only defeated, but lost his life in the hasty retreat he was compelled to make.

In the year 1462, however, it finally reverted into the hands of the Christians; the garrison which defended it had been withdrawn, for the purpose of joining the party of one of the Moorish competitors for the crown of Granada, and this circumstance coming to the knowledge of the Spaniards, an army was quickly levied, which soon reduced the inhabitants to the last extremity, for though destitute of proper military protection, they defended themselves with the greatest resolution. Henry the Fourth, King of Castile and Leon, was so rejoiced at the intelligence of this conquest, that he added it to his Royal titles.

In the year 1540, Piali Hamet, a Mahometan chieftain, serving under Barbarossa, surprised Gibraltar by a desultory attack, but con-

tented himself with pillaging the town, and carrying off the principal part of the inhabitants as prisoners. In the reign of Charles the Fifth, this fortress was almost intirely rebuilt, and a variety of additions made according to the modern improvements in military architecture then practised. The whole work was superintended and directed by the celebrated Daniel Speckel, chief engineer to Charles the Fifth. A variety of additions and improvements were afterward made, but no subsequent event seems to have taken place in its history that is sufficiently consequential to require any particular detail, till the year 1704, when it was suddenly attacked and wrested from the crown of Spain, after an assault of very short duration, by a detachment from the combined fleet at that time under the orders of Sir George Rooke. Of this memorable event, no better, perhaps, and certainly no more curious, account can be given than in the following letter written by Sir Edward Whitaker, who was there present, to Sir Richard Haddock. It is a curious and original record of this great event, and may serve to show how far the account generally given by historians of it, agrees with the real fact.

" SIR,

" *Dated on board her Majesty's Ship Dorsetshire, in
" Gibraltar Bay, July 30 29th, 1704.*

" I HERE give you an account of our good success, especially what has related to my own particular part : July 21st, we anchored here in the Bay, and about four in the afternoon landed about 2000 marines, Dutch and all ; I commanded the landing, with three captains more, all which was don with little opposition, about forty horse came downe from ye towne, which was all, and they run away soe soon as our guns began to play upon them ; we landed about two miles from ye towne in ye Bay, and marched directly to the foot of the hill, where they posted themselves, within muskett-shott of the gates, so cutt off all manner of communication from the land ; we hove into ye towne this evening about 17 shells. The Prince of Hesse landed with us, and immediately sent in a summons to the Governor, which did not return any answer till the next morning, and then the Governor said he would defend the towne to the very last ; then Admiral Byng, who commanded the cannonading, began to draw up all his ships in a line before the towne, but it proving little wind could not get in with them all, so that we did little this day ; there was three small ships in the Old Mold, one of which annoyed our camp by firing amongst them, having about ten guns lying close in the Mold, and just under a great bastion at the north corner of the towne, I proposed to Sir George the burning her in ye night, he liked itt, accordingly ordered what boats I would have to my assistance, and

about twelve at night I did itt effectually, with the loss of but one man, and five or six wounded. July 23, at four this morning Admiral Byng began with his ships to cannonade a Dutch Rear-Admiral, and five or six ships of their's along with him, which made a noble noise, being within half-shott of the towne, my ship not being upon service, I desired Sir George to make me his aducon, to carry his commands from tyme to tyme to Admiral Byng, which he did accordingly, and after about two hours continued firing, sent me with orders to forbare ; upon this I went to every ship in the line with this orders, and coming on board Capt. Jumper in the Lenox, found him extraordinary well posted, and within muskett shott of ye New Mold head, and had beat them all out of the battery, and off the Mold, so that I beleived we might attack it with our boats, I went immediately and acquainted Admiral Byng with it, who ordered all ye boats to be manned and armed ; from him I went to Sir George and gave him my opinion that the Mold might be attacked, he immediately made the signal for all the boats in the fleet, and gave me ye command of ye attacke, with three or four Captaines along with me, I made all ye hast I could with orders to Admiral Byng to send me accordingly, but some of the boats got ashore before I could reach them with little or no opposition, severall of our men got into ye castle, upon which it blew up ; we had killed between forty and fifty men (most of all ye boats that landed first were sunk), about 100 or 200 wounded, upon which all that remained came running downe and leaped into ye water ; being so mightily surprized, I landed within a minute after ye accident, and rallied our men, we went over a breach in ye wall but one at a time, and took possession of the hill ; I immediately sent Capt. Roffy and Capt. Acton with between forty and fifty men, and took possession of a bastion of eight guns, within less than half muskett shott of the towne wall, and there we pitched our colour ; soon after Admiral Byng came ashore to me, and sent in a drummer with a summons, who returned in about two hours with a letter in answer, that they would surrender the next day, which they accordingly did ; I beleive I had with me at the first onset between two and three hundred men, but we grew in a very little tyme to neare 1000 ; this was the manner we took Gibraltar, which I hope we shall maintaine. I hope, Sir, youle excuse this trouble I give, but beleiving that every boddy will right att this tyme upon this occasion, I could not forbare giving my very good friend, Sir Richard, this particular account of ye whole matter, which I don't doubt but Capt. Haddock will give much the same account. Pray please to favour my spouse with a line or two, fearing mine should miscarry, my most

humble service to my good lady and all ye good family, I begg youle make use of this as furr as you shall think fitt, it being a true account of ye whole matter.

“ I am,

“ Your most harty humble Servant

“ And Kinsman to serve, whilst

“ EDWARD WHITAKER.

“ P. S. This is rite all in a hurry, Sir, yet I hope youle excuse me.”

An attempt was immediately made by the enemy to re-possess themselves of this important fortress; but after a variety of losses, both by sea and land, they were content to raise the siege, after having lost before the fortress not less than ten thousand men, together with nearly twenty ships of war, taken or burnt by Sir John Leake and other officers at different times, five of which were of the line. In 1716, a second attempt was made, and a siege was regularly commenced by a Spanish army under the command of Count De Las Torres. From this time, till the long and celebrated siege which it sustained during the late war, against the combined fleets and armies both of France and Spain, nothing appears to have materially interrupted the tranquillity of the garrison. During the two intervening wars, the Spaniards were too well aware of its strength, and had too much occupation for their force in other parts, to permit their employing any part of it in so fruitless an attempt.

The views, however, of the enemy became materially altered on the commencement of the dispute between Great Britain and Spain in 1779. The assistance expected to be derived from the co-operation of France, and the diversion which the dispute with the American colonies would necessarily occasion, created in the minds of the ancient possessors the most sanguine hopes of success, and they accordingly commenced their attempt with a force that was considered as adequate to the completion of it.

When reflection becomes coolly directed even for a moment to the exertions required from a force never exceeding 7,000 men, to opponents who, when reckoned in the aggregate, amounted to at least fourteen times that number, the report of a successful resistance, had it happened in a more remote age, might have appeared fabulous. Although the Spaniards had been foiled in every previous effort to re-possess themselves of a fortress which, while in the power of their enemy, must be an object of perpetual disgust, yet they were not to be deterred by their preceding ill-success, from a repetition of the same species of attempt in the year 1779, soon as hostilities were

publicly commenced between that people and Great Britain. The naval force at that time on the station, consisted merely of an old sixty gun ship, the Panther, three frigates, which were occasionally employed as cruisers, and on which occupation two of them were at that time absent, together with a single sloop of war, called the Childers. This naval force was never expected to contribute materially to the defence of the fortress; the utmost limit of its supposed services extended not beyond the casual interception of vessels laden with provisions or stores, whose cargoes might be considered serviceable to the garrison, or the prevention of desultory harassing attacks from any flotilla which the enemy might think proper to equip. Both these expectations were completely answered during the siege. A variety of prizes were brought in, and the enemy were considerably restrained in those annoyances from the sea, which would have been inconceivably numerous and troublesome to the utmost degree, had they not stood in awe of opposition. After the siege, or rather the blockade, had continued for some months, a British armament under the orders of Sir George, afterward Lord, Rodney, entered the Bay in spite of every opposition that could be made to it by the enemy, and afforded a relief to the garrison, which proved effectual for more than the space of twelve months.

The British Admiral had the fortune to fall in on his passage, first with a Spanish convoy, principally laden with provisions or stores, which he carried with him to the place of his destination, and thereby more effectually fulfilled the object of his mission; secondly, with a squadron composed of ships of war belonging to the same country, which were stationed off Cape St. Vincent, for the special purpose of intercepting him on his passage, and which he completely defeated, and indeed almost annihilated. The victor, with his prizes, entered the Bay in triumph. The petty armament belonging to Spain, which had been previously occupied in what was called the blockade, trembling for its own existence, sought security under the cannon of Algeiras and the adjacent batteries.

The inconvenience, and the varied insults, to which the garrison had been subject during the preceding part of the siege, induced the British Government to strengthen the maritime force that was stationed there for its support. The *Edgar*, a new ship of 74 guns, commanded by one of the most enterprising officers in the British service, Commodore, afterward Admiral, Elliot, remained behind the fleet. Experience proved the reinforcement was of no material consequence to the defence of the place; so that after an un-

interesting station there for a few months, the Edgar returned to England, leaving the naval force employed in that quarter precisely as she found it. Reduced as it was, it still remained sufficient to excite the jealousy, and create a spirit of enterprise in the Spaniards, which seemed to rise somewhat above the national character. They fitted out nine fireships *, at a very considerable expence, some of them being vessels of large dimensions. These were conducted, under cover of the night, against the British squadron, which was at that time moored under the very walls of the garrison. The vigilance of the officers and people, together with the activity they displayed in the hour of danger, rendered the attempt completely harmless. The fireships were towed off by the boats of the squadron without effecting the smallest injury, and the failure of the enterprise seemed to promise the prevention of any similar attempt. The sole honour of defeating it was very justly attributed to the exertions of the navy; and it proved of no small advantage to the besieged that the enemy had planned so destructive a project; for the hulls of the different vessels employed on the occasion, at least such part of them as remained unconsumed, being broken up, afforded very material assistance to the garrison, as well as to the inhabitants, for fuel. As it was found that very little succour could be expected from ships so large even as the Panther, while moored under the walls of the garrison, and as it was very properly expected that the destruction of so large a ship might prompt the enemy to a repetition of the same alarming measure, the Panther repaired to England almost immediately afterward, and the subsequent defence of the place, far as regarded the navy, was left intirely to a few frigates, two or three sloops of war, and a number of gun-boats fitted out on the spot.

No very material occurrence happened after this time, till the month of April 1781, when the British fleet, commanded by Vice-Admiral Darby, consisting of more than thirty-four ships of the line, besides having a fleet of transports of more than 100 sail under their convoy, entered the Bay in spite of all opposition from the enemy, and effectually relieved the garrison from a famine, which was then rapidly approaching, and which, had not the critical arrival of the transports prevented it, must soon have reduced this otherwise impregnable fortress to the utmost extremity of distress.

Hitherto the enemy had principally confined their attempts to a mere blockade, having contented themselves with firing very slowly

* See Naval Chronicle, vol. iii. p. 245. Life of Captain Harvey.

on the town at intervals, without occasioning any loss deserving of mention among the defenders, or the smallest injury to the fortifications. Failing, however, in their first hope, they immediately changed their system of assault, and commenced a wanton bombardment on the town; which, though it materially afflicted and destroyed a considerable number of the inhabitants, tended not in the smallest degree to accelerate the surrender of the place itself. Indeed, the measure appeared rather as the mean revenge of a vindictive disappointed enemy, than as the fair efforts of an honourable foe, seeking to acquire victory and reputation.

To enter into a regular detail of the various instances of heroism displayed, not only by naval officers in the King's service, but by a variety of other gallant persons employed on board vessels belonging to merchants, and sent thither for the purpose of relieving the wants of the straitened garrison, would far exceed the limits of the present narrative.

Amid this multitude of encounters, each of them exalting the characters of the persons concerned almost beyond the power of praise, it were improper to pass over in silence one or two occurrences, more on account of the singularity, than from any wish to attribute pre-eminence or superiority to any, where all were so equal; for such a measure would certainly be an invidious one. On the morning of the 7th of August 1781, the atmosphere being then somewhat hazy, and obscuring the vessel in question from the view of the garrison, a signal was made by the Spaniards to their gun-boats, that an enemy was in sight. The fog being somewhat dispelled as the day advanced, a vessel was discovered at a considerable distance, rowing with the current for Europa point. Fourteen gun-boats belonging to the enemy put out from Algesiras, for the purpose of intercepting her; on perceiving which, Captain, now Sir Roger, Curtis, who commanded the Brilliant, of twenty eight guns, and was at that time the senior naval officer on the station, ordered Sir Charles Knowles to row out to meet the vessel, and endeavour to receive any dispatches which she might be bringing for the Governor. Captain Curtis himself was employed in directing the Vanguard and Repulse prames, for the purpose of protecting and covering the approaching stranger. The boats of the enemy approached the vessel in question, which was discovered to be a sloop of war, and afterward proved to be the Helena brig, commanded by Captain Roberts, much faster than the prames, which were only capable of being towed out. Before eight o'clock, the headmost of them, being then within gun-shot, began to fire on the Helena. The latter returned the compliment with great

deliberation and effect, the crew still continuing to make the same exertions in rowing, as before. The greater part of the flotilla soon afterward surrounded the vessel, and a tremendous fire of grape as well as other shot appeared to threaten her with almost immediate annihilation. As some deliverance, however, from this very unequal contest, the Repulse and Vanguard soon got near enough to support her. The enemy did not yet desist; but the contest soon began to slacken, and before ten o'clock the enemy abandoned their attempt as hopeless. The most singular circumstance attending this event is, that notwithstanding the long and very heavy fire of the enemy, directed by some of the ablest artillerymen in the Spanish service, the *Helena*, though she had received considerable injury in her hull, her masts, and her rigging, had only two persons wounded, and one, the boatswain, killed. It is on account of this singular instance of good fortune that the story has been related; and for a similar reason it will be no less interesting as well as instructive, perhaps, to mention, that in spite of every attention that could be paid by an alert and irritated enemy to prevent the arrival of any succours, the garrison was kept so well supplied during the whole of the siege, by means of the judicious and enterprising conduct in the commanders of other small vessels sent thither for that purpose, that no actual want of fresh provisions, or even the luxuries of life ever prevailed. These articles were always to be purchased, though it must be confessed at rather an extravagant price. Commercial speculation felt the risk, and well knew how to make the best advantage of the plausible pretence.

After a fruitless expenditure of blood, as well as of treasure, the besiegers had the mortification to find that the surrender of the place was not in the smallest degree more probable than when they had first sat down before the place three years before. They were determined to make one violent and desperate assault, hoping that, with a species of *coup-de-main*, they might, by assaulting the garrison on all quarters at the same instant, be fortunate enough to find some spot less capable than the rest of resisting their fury. An army of 40,000 men, seconded by the countenance of a fleet of nearly fifty ships of the line, appeared in themselves a force sufficient to appal the hearts of the wearied and almost exhausted garrison. These ordinary and regular instruments of assault were deemed, however, insufficient for the purpose. Thirteen vessels, many of them of large dimensions, which had been originally constructed for Spanish ships of war, were cut down and converted into floating batteries, under the direction of one of the ablest officers then known. Every attention was paid by

him to render them as destructive as ingenuity applied to 'the most dreadful purposes could make them. They were covered above in such a manner as to bid defiance to any impression of shells; and their sides were also fortified to prevent the red-hot shot, which it was apprehended the garrison would use against them, from taking any effect. The onset commenced; the moment was critical; but the event did not long continue doubtful. The perseverance of the defenders quickly taught the assailants how unequal these mighty floating machines were to the task of subduing the fortress; the greater part of them being set on fire solely by the heated shot poured into them without intermission, and those which escaped the first cause of conflagration, fell within a few hours victims to the British torch. Sad was the reverse to the enemy, who had vainly flattered themselves but a few hours before, that their measures were so judiciously arranged, that human art should in vain attempt to baffle them. In all the pomp and arrogance of expected victory, the assailants considered the surrender of the fortress as almost inevitable; but those that on the morning of the 13th of September 1782, beheld the British already vanquished in idea, crouching with submission at their feet, were compelled to solicit the protection of, and owe their lives to the exertions of the persons, whose resistance to them they had considered almost as an act of unjustifiable desperation.

The misfortunes of the enemy did not cease with this defeat. On the 10th of October following, a dreadful hurricane materially damaged the combined squadrons of France and Spain, which still lay at anchor in the Bay of Gibraltar, as if determined to oppose the entrance of Lord Howe, who was then daily expected with the British fleet. One of their ships, the *St. Michael*, of 70 guns, was forced by the hurricane under the walls of the garrison; and compelled to surrender, in order that the lives of the distressed crew might be preserved. Several others, some of them of still superior force, received considerable injury; and on the following day, Lord Howe, with thirty-four British ships of the line, and a numerous convoy under his protection, made their appearance off this so long-blockaded fortress. In a very short space of time the whole of this much-expected succour of troops, of stores, and of provisions, was safely conveyed to the point of its destination, in defiance of every opposition that could be made to its introduction. Baffled in the last remnant of their hope, the enemy could scarcely flatter themselves with success; and from this time, during the short continuance of hostilities, the siege might be regarded as carried on rather for form sake, than with any serious expectation or hope of success.

When it is considered that a garrison never exceeding eight thousand men, withstood the most strenuous efforts made for so long a space of time by a besieging army of five times its force, possessing the constant power of having its losses repaired, and its deficiencies made up; when it is remembered, that in addition to this land attack, the operations of the enemy were supported by the presence of a fleet consisting of fifty ships of the line; that the assailants had, during the grand assault, upward of three hundred pieces of the heaviest artillery playing on this distracted force; it must be fairly admitted that victory is in the hands of Providence alone, and that the utmost of all human efforts are not able to direct or obtain it, in opposition to its immutable decrees.

The great disparity of loss is a matter of no less wonder than that of the successful resistance made by the English. While that of the assailants was reckoned by thousands, the numbers of the garrison killed, or who afterward died in consequence of their wounds, during the whole siege, amounted to no more than 333 men.

The immense bass or rock, at the foot of which stands the town of Gibraltar, is of singular shape and appearance; the idea of which will be better conveyed by the annexed view of its western front, than mere description can possibly effect. It is upwards of 1,300 feet in height, and extends into the sea for a considerable length, as a species of terrene exuberance. Being connected with the continent, as has been already observed, by a low isthmus, it has been supposed by many inquirers, that it was in former ages wholly surrounded by the sea. The rock, at the foot of which the fortress of Gibraltar is situated, is so nearly perpendicular on the side of the Mediterranean, as to render all artificial mode of defence on that side totally unnecessary. The western front is less precipitous; and in this quarter human ingenuity has been exerted to a very great extent, in order to render it, if possible, impregnable. The space between the lower part of the north-west front and the sea, is completely occupied by a very formidable line of heavy guns, called the Grand Battery. The approach to them is rendered impracticable by an extensive inundation, occupying the whole space between the most northern part of the rock and the sea-beach. A mound only being left, merely sufficient to confine the water, and separate it from the sea. The approach to the inundation itself is prevented by a secondary battery, also of very heavy guns, erected in what is called the Old Mole; and all possibility of approach on the part of the enemy may be said to be totally prevented by a number of heavy batteries, many of them erected during the late siege, on

the King's, Queen's, and Princesses' lines, together with others of superior consequence if possible, because constructed at a greater elevation of the rock above the enemy's approaches, at Willis's.

The long and unremitting attempt made by the besiegers experimentally suggested to the attacked every defect which had escaped the notice of engineers previously employed there. Guns were conveyed, with incredible labour, to the very summit of the rock, from whence the enemy's approaches were so completely commanded, as to render it dangerous in the extreme for the soldiers to work the cannon in the batteries, although they were covered with every species of epaulement and traverse military ingenuity could contrive. The advantage derived by the besieged from the possession of so elevated a post, was too conspicuous to be overlooked by the Governor, at that time Sir George Augustus Elliot, and the rest of the officers under his command. Excavations of considerable magnitude were made near the surface of the rock, at a great height above the level of the isthmus; and the necessary galleries of communication being also formed between the works less remote from the town itself, a numerous and, on account of its situation, particularly formidable line of artillery has been added to those previous defences which had before baffled the utmost efforts of the assailants.

Few situations, perhaps, in the whole world have been so peculiarly adapted by nature to withstand an attack. On the sea, a shoal of rocks, extremely dangerous, extends far into the bay along the western front, and totally secures the fortress from the near approach of large ships, whose attacks, especially in conjunction with the efforts of a land force, might render the situation of the garrison precarious. The channel by which a ship may enter is extremely narrow and difficult; so that, although a ship of the line may actually heave down at the New Mole, yet the batteries judiciously erected to defend those accessible quarters, totally prevent any apprehension of an hostile approach.

The town itself occupies about one-third of the most northern part of the rock, toward the Atlantic. It was considerably injured, and indeed almost totally destroyed, by the apparently wanton bombardment of the enemy during the late siege; but this, as well as the fortifications which defend it, have risen, like the fabulous phoenix, with greater lustre, as it were, out of its own ashes, and boasts a considerable number of buildings, which might be considered an ornament to the handsomest city in Europe.

Although the barrenness of the rock might forbid the traveller from settling there as a grateful and a pleasant retreat, yet the

climate is peculiarly wholesome. During the summer months, that heat which even in higher latitudes is frequently intolerable, is so considerably moderated by a constant sea-breeze, that those diseases frequently attendant on hot countries are here totally unknown. On the other hand, though the mountains in Spain itself, and those of Africa also, are often covered with snow for many months in the year, it is very seldom known to fall in Gibraltar; and in December and January, notwithstanding heavy rains, attended by violent storms of thunder and lightning, frequently take place, yet being of very short duration, they prove but of the slightest inconvenience.

The town, in consequence of its situation, is, during peaceable times, extremely well supplied with fish. Turbot, dorics, soals, salmon, cod, mullets, with many other kinds of less estimation, are caught in great plenty along the Spanish shore; and in the Bay, at a very inconsiderable distance from the town itself. Mackarel also resort thither in shoals at the proper season. Fruits of all kinds, as well as fresh provisions, are also brought in sufficient plenty from Portugal, as well as the Barbary shore; and the prices, except on some few, and those very extraordinary occasions, are far from being exorbitant.

The Bay of Gibraltar is extremely commodious for shipping; and, as it has been remarked by many, appears as if designed by nature to command the entrance of the Straits, but the thick mists which frequently prevail, render the utmost alertness necessary, and may sometimes enable an enemy, notwithstanding all the vigilance of his opposer, to pass through unobserved. This had nearly been the case in 1758, with regard to M. De la Cinc, who had almost baffled the attention of Admiral Boscawen, then lying in the Bay for the express purpose of intercepting him, and effected his passage unobserved and consequently unmolested.

Upon the whole, whether Gibraltar, considered in a political light, is regarded as the key to the Mediterranean commerce; or, impregnable as it has been rendered by art in aid of nature, it is thought a post or advantageous station from whence a British armament may issue to the terror of its foes, or retire in perfect safety from the insults of a superior enemy; it has certainly become a place of considerable consequence to Britain. Though possessed of no trade or actual commerce which may return a pecuniary advantage resulting from itself, equivalent to the expence of maintaining it, yet there can be no doubt, that, contrary to the opinion of some who profess such a different way of thinking, even the secondary benefits arising from the possession of a post so situated, would fully warrant a tenfold expenditure on its support.

AUTHENTIC NARRATIVE
OF THE LATE PROVIDENTIAL ESCAPE OF
CHARLES STURT, ESQ.

Weymouth, Sept. 20, 1800.

HIS Majesty and the Royal Family embarked on board the Cambrian frigate; received by the St. Fiorenzo and Syren with a Royal salute; the Cambrian slipped her cable, as did the two frigates, and stood to sea on the starboard tack. A convoy from Portland Roads, bound to Guernsey, with the 85th regiment on board, sailed in company; about ten got under weigh in my yacht, and stood for the Cambrian; sailed round her, sometimes on her quarter; saw Mr. Weld's yacht to leeward upon a wind, bore away to her; when close on her quarter, hauled my wind, and sailed in company; she had her top-mast down and boat hoisted in, my top-mast up, and boat towing astern, a fresh breeze and a short sea running; observed Mr. Weld's cutter fore-reached, but I gained to windward: struck my top-mast, passed under the stern of the Cambrian, Mr. Weld to leeward, still rather fore-reaching, but my cutter gaining to windward, we both stood to sea; finding my boat a great impediment to my cutter's sailing, I proposed to one of my sailors to get into the boat and carry her to Weymouth, this he seemed to hesitate at, upon which I immediately observed, "Damn you, you ought to know me better, than to think I would desire you to do a thing I would not do myself, therefore reef the sail, slip the mast, I will go myself." However, in justice to my master, Robbins, he offered to go, and desired me to take the helm, and laughed at the other man for not going, Robbins being a better helmsman than myself, and feeling very anxious my cutter should beat Mr. Weld's, I determined to go myself; took my pocket compass in my hand, and got into my boat; my servant, Ben, desired me to change my coat, "Never mind, Ben, I can swim in this as well as any I have:" they let go the painter, and I hoisted my sail, charging Robbins to beat Mr. Weld, and steered N. N. E. to go clear of a shoal called the Shambles; found a good deal of sea running, but nothing my boat was not equal to, as she never shipped a thimble-full of water till I got into the Shambles; a very strong ebb-spring tide running carried me to the westward, and bodily on for the shambles, which I wished to avoid, put before the wind, but being under a very low sail, for fear of broaching too, I dare not shake the reefs out of the sail to enable my boat to stem the tide, which was running very strong, and carrying me dead upon the Shambles, where

the sea was running tremendously high, and breaking horribly; no time to be lost, sensible of my danger, convinced I could neither get to the westward or eastward of them, I prepared to meet the danger, and to make my boat as lively as possible, threw overboard my ballast, which likewise prevented her from sinking; the dismal sound of the breakers I began to hear, and soon saw them right a-head; aware of the danger, and convinced my boat could not exist many minutes, and nothing but the interposition of Providence save me, to divert my thoughts from the horrid idea of an immediate death, I began singing the sea song of "Cease rude Boreas," at the same time keeping the boat's quarter to the surf; as I was singing the second verse, a dreadful sea all foaming took my boat on the larboard quarter, I hauled aweather my helm, she lost her steerage-way, broached to, and upset, and both overwhelmed, the sea rolling both over and over. Recovering from my alarm, without the smallest hopes of escaping, I swam to my boat, which was laying on her broadside, with difficulty I got to her, and with the greatest difficulty I was able to hold fast by her; I immediately pulled off my coat, waistcoat, shirt, cravat, and shoes, this I accomplished with some trouble, my things being wet. After this I began to consider what could be done, no sail near me, above fifteen miles from the nearest land, a dreadful hollow broken sea, running in every direction, frequently overwhelming me, gave me no hopes of saving my life; to surrender without a struggle I considered weak; the recollection of those I loved, which at that moment struck me very forcibly, for I fancied I saw them; recollecting the difficulties I had surmounted two years before in saving some men from a wreck off my house, and knowing that Englefield, Riou, and Bligh, were saved from situations as dreadful as my own, by the assistance of Divine Providence, gave me resolution and fortitude to exert myself; I began to clear away the boat's masts and sails, which I accomplished at last, after being repeatedly washed off the boat; when I had cleared the wreck, I got on her gunwale, and by my weight brought her to right; I got into her, and sat in the middle of her, attending to her motion, to prevent her rolling over, but the violence of the sea, and coming on so repeatedly, overwhelmed me; the difficulty of regaining my boat against such broken seas exhausted me, and the salt water affected my sight, that it was some time before I could recover my boat; looking round for a sail, seeing none, the land above fifteen miles off, and increasing my distance, I began to think it folly to struggle any longer for a miserable existence of probably a few minutes; however, the love of life, the hopes of some vessel heaving in sight, got the better, and I resolved to use every

possible means of preserving my life; to continue in the boat, repeatedly washed out and buried in the waves, I knew could not be much longer supported, I must give way. I then recollected that fishermen in small boats, when caught in a gale, frequently let a spar or a mast, fastened to their boat's painter, go ahead, and the spar broke the force of the sea before it came to the boat. Having been by this time near two hours in the water, for I upset about twelve o'clock, I felt myself much fatigued, and that it was absolutely necessary I should try some scheme to relieve me a little from such violent exertions, I accordingly got forward to the head of my boat, took her painter, and passed it under and over the after-thwart or seat of the boat; in doing this I was frequently buried under the waves for many seconds, and the seas following each other so repeatedly, my breath was nearly exhausted, and my sight weakened; about this period several gannets, a very large specie of gull, hovered close to me, and so bold as to come within two or three feet of my head, I imagined they anticipated a good feast on me; however, by hallooing and screaming pretty loud, I convinced them I was not yet dead, for they took fright and flew away, I never saw another bird after my visitors were gone. I tried how my scheme answered; when I observed a heavy breaker coming, I got out of my boat and swam to leeward, holding by the painter I had made fast, the boat's broadside being to the sea, and bottom upwards, for when I quitted her she rolled over, on my pressing her gunwale down the surf broke with violence against her, and only a part came over me; finding this answered my fullest expectations, I saved myself from many a heavy sea, and my spirits kept up; but alas, when I could discover no sail in sight, the sea breaking with the same violence, evening drawing on, and the land at a great distance, my mind was much affected; struggling so long without a prospect of saving my life, now almost insupportable, was but little encouragement for me to persevere. I had been now three hours in this distressed situation, very much weakened from my exertions, and severely bruised by my boat; about three o'clock I saw two sloops pass me going up channel, no exertion of mine could make them hear me or see me I knew, I therefore made none. Beating about for such a length of time, without having the good fortune to see any sail approaching, gave me slender hopes of saving my life; continually washed out of my boat, often buried under the waves, and repeatedly obliged, to avoid the seas that were breaking with prodigious violence, to quit my boat and swim to leeward of her, necessarily diminished my strength; about a quarter after four a brig came within half a mile, I hailed her, stood as high out of the water as I could,

moving my hands, and using every means for her crew to see me ; I succeeded, I observed men go up the main-shrouds, and the crew stand close together, but she passed me without offering the smallest assistance ; this, indeed, was enough for me to surrender up a life scarcely any longer supportable—such inhumanity excited the strongest emotions of anger ; but alas ! I felt I had no means of redress. I gave up all hopes of being saved—the land further from me, a gale of wind coming on, the tide conveying me on to Portland Race, I took a valuable diamond watch, belonging to Lady Mary Anne, out of my fob, tied it securely round the waistband of my trowsers, pulled them off, and tied them well round the thwart of the boat ; when I had done this I made a running knot with the painter, intending to put it round me in my last moments, knowing that my boat, as the wind was, would be driven near Lyme or Bridport, that then my watch and seal might lead to a discovery of whom I was. Having done this, I became quite indifferent, death was no longer terrible to me, I saw no chance of being saved, I therefore sat quietly in the boat, immersed under water all but my head and shoulders, patiently waiting for the next wave to put an end to my sufferings. Still buffeted about, sometimes in the boat, sometimes holding on her keel, washed off and losing her for several minutes, I still found my recollection and memory sound, and my strength had not failed me, for I always raised myself up to discover my boat by treading water, which when I did, I swam up to her. About half after four, after experiencing a very severe and long struggle to recover my boat, I saw eight sail to windward ; it was a long time before I discovered whether they were standing from me or towards me, at length I discerned they were standing towards me, this gave me great spirits as well as strength, for it was the first time I saw a chance of my life being saved, and that Providence had watched over me through all my struggles. At five three or four ships passed me, but without seeing me or my being able to be heard, the sea running high, and breaking so violently ; three or more vessels passed me close to windward, my voice was too feeble to make myself heard, and I reserved my strength for the only two vessels of the eight that had not passed me. A brig came by, I hailed her, lifted up my hands, and used every possible means of making myself heard or seen ; fortunately I was successful, for I observed they saw me ; her men went up aloft to see what I was, they then shortly tacked and stood towards me, but did not hoist a boat out ; this alarmed me, for having some hours before been passed by one unfeeling wretch, I almost gave myself up to despair ; there was only one more vessel astern, the evening setting in, a dismal

sea running, and within two miles of Portland Race; if this ship passed me, all was over, I was irrecoverably gone. I roused myself on this occasion; as she approached I began hailing, got on the boat's bottom and endeavoured to stand upon her, was washed off, got on her again, and again washed off; however, life was still desirable to me, as long as I saw a chance of being saved, I therefore persevered, and after experiencing great difficulty, I observed a great bustle among the soldiers, and some of them run up the main and fore-rigging; shortly after I observed four men get into a boat hanging astern, and lowered down; at that period I was much agitated, my firmness seemed to forsake me, for I burst out in a flood of tears, and was seized with a violent vomiting from the vast quantity of salt water I had swallowed; as the boat approached, I recovered; the sea running high they could not see me, till the men on board the transport moved their hats and pointed to the spot; when they came near me I untied my trowsers from the thwart, desired them not to come broadside to, for fear of swamping, but come stem on; I threw my trowsers into the boat, and endeavoured to spring into her, but was too weak, the crew pulled me in by the legs. When in the boat I found myself not so much exhausted as I expected, or my recollection so lost, as not to be able to steer the boat through a rough sea, and lay her alongside the transport, which I did. I was very humanely received by Lieut. Colonel Jackson, of the 85th regiment, and the whole crew expressed a sincere and honest gladness at my providential escape. A very few minutes longer she must have passed me, for the afternoon was very gloomy, and the day shutting in fast, had I not made myself heard, there would not have been the smallest chance of my being saved. My limbs benumbed, a dizziness in my sight, with a violent pain in my side, and an inclination to sleep, convinced me that it was impossible to survive an hour longer. I had been full five hours and a half naked in the water, scarcely ever more than my head and shoulders above water for any time, obliged (to prevent the boat dashing against me, or myself against the boat) to be constantly attending to the direction of the sea when it broke, and always, when in the boat, attending to keep her in an equilibrium to prevent her rolling over; the exertion was extremely fatiguing and difficult. The ship *Middleton* came to an anchor in Portland Roads about eight o'clock with her convoy. Lieutenant Colonel Jackson's kindness and attention was extremely great; warm blankets, hot water in bottles applied to my feet, recovered me very soon. About nine arrived at Weymouth, with Col. Jackson, in the *Middleton's* six-oared boat, who accompanied me to my friends, Mr. and Mrs. Smith, from whom I received the kindest attention. They thought I was irrecoverably lost, as well as their

Majesties, particularly as Captain Ingram declared he saw my boat some time, and afterwards disappear: it certainly was extremely reasonable to believe I was lost, the sea running very high, and breaking tremendously on the Shambles, it was known no boat could live in it, the wind increasing with the sea. Indeed nothing but this convoy, that sailed in the morning from Portland Roads, returning (from the wind leading them) to Weymouth Roads, could have given me the slightest chance of being saved. Their Majesties very kindly sent to know how I was, the moment they heard of my landing. Nothing could be more obliging and kind than their Majesties were on my seeing them on the Esplanade. The Dukes of Kent and Cumberland; Lord and Lady Paulet; Lords Cathcart and Powis; Generals Goldsworthy and Garth; Colonels Desborough and Wynyard; Lady Hugh Dalrymple, Lord and Lady Radnor, Mrs. Freemantle, Lord Loughborough; in short, every soul in Weymouth, most kindly congratulated me on my providential escape. I was dreadfully bruised, and very much agitated from the kind solicitude of my friends. Tuesday 23d, went on board the Middleton, Captain Rankin, with Colonel Jackson: distributed fifty guineas amongst the Captain and crew.

				£. s.
Captain Rankin,	-	-	-	10 10
BOAT'S CREW.				
John Jones,	-	-	-	5 5
James Napper,	-	-	-	5 5
John Dayly,	-	-	-	5 5
John Woodman,	-	-	-	5 5

And to the remaining part of the crew twenty guineas; and gave the boat's crew that carried me on shore to Weymouth, bed and board for two days.

N. B. This copy taken from Mr. Sturt's, corrected at Critchill, October the 24th, 1800.

Outlines of a Plan for the Support of decayed and infirm Shipwrights in his Majesty's Dock-yards.

MR. EDITOR,

IN a country where charity and humanity are its greatest characteristics, whose existence and safety depends on its navy and commerce, it has long been a subject of astonishment to me, that one of its most useful, loyal, and meritorious classes of men, should never hitherto have found a friend to step forward towards the attainment of an object which has for its end the preservation of hundreds of aged, infirm, and faithful servants of the public, from misery and

want, affording them comfort at a time when there is greatest need for it, their latter days; a comfort which their hard services dearly purchases. I hope in thus offering sentiments flowing spontaneous from my heart, I may not be thought guilty of partiality to, or casting reflections on any particular class of men whatever—far from it; several melancholy and distressing circumstances which have recently, and I may say unfortunately, come to my knowledge, are my principal inducements for interesting myself in their behalf. I could mention *one* very cogent reason why I do it, or why it should be done, but an earnest wish to avoid offence increases the necessity of omitting what would otherwise be thought a most powerful motive.

I shall now proceed to point out who are the men I could wish to see provided for, and offer a few suggestions on the mode of accomplishing so glorious an end; trusting (should you think it worthy a place therein) that through the medium of the *Naval Chronicle*, my proposition may engage the attention of some more able person, from whose pen, and through the same channel, I shall eagerly expect to see some farther observations.

Our sailors and soldiers, both equally distinguished for bravery in their separate occupations, have been thought deserving of an asylum in their age: Greenwich and Chelsea Hospitals are the monuments of British munificence, at the foot of which they offer up their tribute of gratitude for the happiness their country ultimately ensures them. They have bravely fought and bled, it is true; danger has opened its dreadful prospects to their eyes; valour and loyalty have supported them through their trials. But what would become of our “Little Island,” without a navy, and that numerous? Why then should that loyal and hard-labouring body of men, to whom we are alone indebted for it, be passed over and neglected? Danger is a Shipwright’s constant attendant from the moment he rises, till he retires to rest; men more attached to their country never existed; their labour is unparalleled, as are the dangers and accidents they experience, various, unforeseen, and beyond their power to guard against; still, not a murmur escapes them, cheerful they go to labour, contented they return from it;—but alas! after having passed many years of fatigue and hazard of their lives, upon a pittance scarcely sufficient to afford them sustenance, they are found incapable of farther duty, superannuated as a reward for their services, and left to starve on a pension to the amount of half their former pay; early and late, through all the vicissitudes of seasons, their duty calls them; every thing is required of them that can possibly be required of men; still, when age overtakes them, they are forgotten, and cast

upon a wide world to pine away the remainder of their existence, friendless, in misery, and want. This treatment to a single man is bad enough, how much worse must it be, where probably he has a wife and perhaps daughters to maintain? I say nothing of his sons, we may suppose them already provided for. Will any man then who can boast but of common humanity, or fellow feeling, say, that this most useful class of men are not deserving of some national recompence for their past, faithful, and laborious services, equal to the sailor or the soldier? Let it be asked, What could we do without sailors or soldiers? Does not our existence almost depend on them? I answer in the affirmative. But ask again, What should we do without shipwrights? To answer this question, will immediately show their importance. In a primitive view, they claim our first attention, or ought to do so, and I am sorry it has not yet been thought so by one, who seldom suffers merit to go unrewarded.

Having endeavoured to show *why* this class of men are entitled to their country's protection, it remains to ascertain the means that might be adopted to procure it for them, least burthensome to the state, and most advantageous to themselves. The plan I propose is the erection of an hospital, conducted in a similar manner to Greenwich or Chelsea Hospitals, and appropriated solely to the use, and for the comfort, of decayed and wounded shipwrights. I am aware the grand objection will be expence, and God grant it was only the effusion of a few penurious and contracted minds, but I too much fear, the great are infected with it. However, to avoid digression, let me proceed and endeavour, by pointing out a few resources, to eradicate this baneful obstacle to generous and noble actions.

For Greenwich Hospital, we are indebted to King Charles II. and William III. who being desirous to promote the trade, navigation, and naval strength of this kingdom, gave this noble palace, and several other edifices, for the use of those English seamen and their children, who by age, wounds, or other accidents, should be disabled from other service at sea. King William also, by letters patent in 1694, appointed commissioners, and therein desired the assistance of his subjects. In conformity to this request, many benefactions were made to this noble charity, both in that and succeeding reigns. For the better support of this hospital, every seaman in the royal navy and merchants' service, pays 6d per month; therefore every one who can produce an authentic certificate of his being *disabled* and *rendered unfit* for the sea service, by defending any ships belonging to his Majesty, or his British subjects, or by taking a ship from the enemy, may be admitted into this hospital, and receive the same benefit as if he

had been in his Majesty's immediate service. It has about one hundred governors, composed of the nobility, great officers of state, and persons in high posts under the king.

Chelsea Hospital was originally founded by Nell Gwynn, one of King Charles the Second's mistresses, confirmed and endowed by him, and finished by King William III. The pensioners of this hospital consist of superannuated veterans, who have been at least twenty years in the service. The expences are supported by a poundage, deducted out of the pay of the army, with one day's pay once a year from each officer and common soldier, and when there is a deficiency, it is supplied by parliament.

What I have said of those two hospitals is not by way of describing them; but, by showing their immediate use, and the means by which they are supported, some judgment may be formed of the utility of such an establishment as I am now proposing, and a clue is given by which we may readily observe the various modes to which recourse might be had for its maintenance.

In order to lessen the expence to the utmost, great care should be taken to avoid the admission of improper objects, such as persons whose wounds are not of a nature to prevent their following any other occupation, or who have friends capable of contributing to their support. Age should be attended to in preference to every consideration. As an heavy expence is frequently incurred in hospitals by nurses, servants, &c. I would, as an additional help to those for whose benefit I am now writing, propose, that they be chosen from the wives and children of the pensioners; this method, it is my opinion, would be attended with very inconsiderable expence, as many would be happy in such an asylum to perform the offices of it gratis, or for a trifling gratuity; and none but shipwrights' wives or children should have any concern therein whatever. The money which is now appropriated to pay superannuations, might be applied to the use of the hospital. A small deduction from the pay of every shipwright, suppose it to be one shilling a quarter, would contribute largely towards defraying the expences; and no man, I am confident, would object to so inconsiderable a sacrifice when he reflected on the comfortable refuge he might have some day or other occasion for. In order to form some idea what aid this single contribution would afford, I compute the number of shipwrights to be about 4,000, which, multiplied by 4, gives the sum of 16,000 shillings, or 800 pounds, the annual amount of the whole subscription. Voluntary subscriptions or contributions might likewise be admitted from any quarter. Money arising from the sale of old ships should be appropriated to this use,

or if not the whole, a part. No persons whatever should be permitted to view the dock-yards without contributing a certain sum towards the relief of the charity, for, as they come to gratify curiosity, they cannot refuse assistance to the very men who excite it. As our places of entertainment are all authorized by government, one night in every season should be claimed by the state for the benefit of this establishment; this method would not affect any one, but on the contrary, I am certain, in consideration of its being for the service of men to whom we are indebted for the navy, which protects us, the houses would experience on those occasions a far more numerous attendance than on any other throughout the season.

Thus far I have only suggested some means which might be adopted in aid of the government supplies which an establishment of this kind must necessarily require, aware that some might be objected to, while many others might be discovered more efficient.

Having now, as I should hope, partly removed the most important obstacle in the way of so desirable an end as the founding of an asylum for our aged and infirm countrymen, to the "sweat of whose brows" we are indebted for the many comforts we enjoy; it remains now to consider of the most eligible plan to be pursued in order to obtain a beginning thereof, which I fear will be attended with some difficulty; I must therefore solicit the assistance of such persons, who, actuated by ideas similar to my own, may not think it beneath their notice so much as to refuse what will at least be no expence to them, namely, their own suggestions or opinions.

Had I not been well acquainted with the exalted character of that benevolent, humane, and noble spirited personage, who presides at the head of the Admiralty, and to whom the Naval Chronicle is so justly dedicated, I might never have attempted to propose a thing of this kind; but sensible how true a friend he is to every man concerned in naval affairs, I am encouraged to hope my project may yet excite attention. The only contribution I can at present make, is a tender of my services, in any manner whatever within my power; and that success may attend this, my humble effort, is the sincere and heartfelt prayer of

Yours, &c.

November 28, 1800.

NEPTUNE.

Note. The above writer's laudable and humane endeavour towards raising an establishment for the support of superannuated and casualty Shipwrights in His Majesty's dock-yards, is well deserving of a place in our Work; and we hope will be noticed by those emulous to forward so charitable and glorious an undertaking.

NAVAL LITERATURE.

THE SPIRIT OF MARINE LAW; or, *Compendium of the Statutes relating to the Admiralty; being a concise but perspicuous Abridgment of all the Acts relative to Navigation, alphabetically arranged, and the Substance and References placed in the Margin.* By John Irving Maxwell, of the Honourable Society of the Inner Temple, and late of the Royal Navy. Chapman, 1800. *Octavo. pp. 562. Price 12s.*

IN a work like that which is at present before us, the only points that can lead to applause are perspicuity of arrangement and correctness; and the labours of the author appear well intitled to praise in both the points just mentioned. We perfectly agree with Mr. M. that it must have appeared very extraordinary, that while other branches of the law, connected with interests of infinitely less consequence to the country than its maritime power, should have been most accurately digested and explained by some of the ablest men that ever graced the British bar, the marine code should have continued, till the publication of the Work in question, in so diffuse and scattered a state through a variety of law books, forming of themselves almost a library. "To obviate these objections," says the Author in his Preface, which forms an ample key to the work, "and to diffuse more generally the principles of the Marine Laws, hitherto confined to particular classes of the navy, the present publication was commenced, and advanced up to a certain period; but other avocations preventing the author from completing his design, the manuscript was liberally presented to the present Editor, to introduce such alterations and additions as might be deemed necessary, and to bring down the several acts of Parliament to the present date.

"With respect to the utility of a publication of this nature to those persons who are immediately interested in the operation of the laws here abstracted, any introductory observation would be superfluous. The elegant and learned Author of the Commentaries has observed, that a knowledge of the law is an indispensable part of education, in a country where it is an established maxim, that *ignorance of the law excuses no man*, and where a law is supposed to be promulgated the moment it is enacted." The superior officers of his Majesty's navy are, therefore, peculiarly interested in thoroughly comprehending these laws, which it is their province to enforce and execute, otherwise that navigation and commerce of which they are the executive guardians, would be injured and impeded.

But it is not only to the superior officers of the navy that a knowledge of the Marine Laws is necessary, but to that class of Gentlemen upon the quarter-deck, who, merely as a term of distinction, are denominated petty officers, that the study of the Marine Laws becomes indispensably necessary, because in many instances they also are to enforce the laws, and to act as officers of the revenue, by seizing vessels not conforming to the regulations prescribed.

For the use, then, of such whom inclination or professional habits may lead to consult the several subjects here enumerated, the present Compendium of Marine Law has been compiled, arranged, and digested. For greater facility of reference, the alphabetical order of arrangement has been adopted, the several acts have been given, some few instances only excepted, in the chronological order in which they have been enacted; and the numerical references to the acts, and the substance of the respective clauses, have been placed in the margin; so that while this work contains the Spirit of the Marine Laws, sufficiently dilated to be practically useful, it will serve at the same time as a copious index to those Gentleman who wish more minutely and at large to consult any particular act.

In detailing the several acts, the technical formalities of legislation have been every where rejected, while at the same time the very words of every clause, in the several original acts, have been adopted, as best calculated to point out more particularly the precise meaning of the Legislature.

To make any extract from the body of a work of this nature, would be frivolous, since it would be the transcript only of some act of parliament, in the arrangement of which, and not in the matter, the merit of the author must appear. It will be sufficient, both for the information of our readers, and the advantage of the writer, that we content ourselves with bearing testimony to the truth of what has been urged respecting the utility of the book. For a more full explanation of the undertaking, it may be proper to observe, that it comprises the following heads: Admiralty; Apprentices; Articles of War; Ballastage on the Thames; Boats, Barges, &c.; Bullion; Bum-boats on the Thames; Burning, destroying, or molesting ships; Canvas and Sail-cloth; Coasting Trade; Convoys; Cordage; Courts-Martial; Customs; Desertion; Fish, Fisheries, and Fishermen, Greenland and Davis's Straits, Southern Whale, Newfoundland, British Herring, Mackarel, Oyster, and Thames; Freight, Charter-party, and Demurrage; Greenwich Hospital; Gunpowder, Combustibles, &c.; Harbours; Hovering; Embezzling Stores; Importation and Exportation; Impressing of Seamen; Insurance; Longitude; Mani-

fest ; Mediterranean Passes ; Navigation and Plantations ; Pilots
 Pilotage ; Pirates ; Privateers and Letters of Marque ; Prizes ;
 Poor Mariners and Soldiers ; Quarantine ; Seamen's Wages, Allot-
 ment of Pay, Wills and Powers, &c. ; Seamen—Merchant Service ;
 Seducing Artificers, and Exportation of Tools ; Swearing ; Smug-
 glers ; Smuggling and Run Goods ; Stranded Ships and Salvage ; Safe
 Conducts and Passports ; South Sea Company ; Transport Service ;
 Wandering Mariners or Soldiers ; Watermen on the Thames ; Wool ;
 Wet Docks.

Naval Poetry.

THE ORPHAN BOY'S TALE.

BY MRS. OPIE.

STAY, Lady !—Stay, for pity's sake,
 And hear a helpless orphan's tale ;
 Ah ! sure my looks must pity wake,
 'Tis want that makes my cheek so pale !

Yet I was once a mother's pride.
 And my brave father's hope and joy ;
 But in the Nile's proud fight he dy'd,
 And I am now an orphan boy !

Poor foolish child ! how pleas'd was I,
 When news of NELSON's victory came,
 Along the crowded streets to fly,
 And see the lighted windows flame.

To force me home my mother sought—
 She could not bear to see my joy ;
 For with my father's life 'twas bought,
 And made me a poor orphan boy !

The people's shouts were long and loud ;
 My mother, shudd'ring, clos'd her ears :
 " Rejoice, rejoice," still cry'd the crowd—
 My mother answer'd with her tears.

" Oh, why do tears steal down your cheek,"
 Cry'd I, " while others shout with joy ?"
 She kiss'd me, and in accents weak,
 She call'd me her poor orphan boy !

"What is an orphan boy?" I said;
 When suddenly she gasp'd for breath,
 And her eyes clos'd;—I shriek'd for aid;
 But ah! her eyes were clos'd in death!

My hardships since I will not tell;
 But now, no more a parent's joy,
 Ah! Lady, I have learnt too well
 What 'tis to be an orphan boy!

Oh, were I by your bounty fed!
 Nay, gentle Lady, do not chide;
 Trust me, I mean to earn my bread—
 The sailor's orphan boy has pride.

Lady, you weep—what is't you say?
 You'll give me clothing, food, employ!
 Look down, dear parents, look and see
 Your happy, happy orphan boy!

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 LINES WRITTEN AT SOUTHAMPTON.

BY THE REV. W. L. BOWLES.

SMOOTH went our boat upon the summer seas,  
 Leaving (for so it seem'd) the world behind,  
 In sounds of mingled uproar: we, reclin'd  
 Upon the sunny deck, heard but the breeze  
 That o'er us whisp'ring pass'd, or idly play'd  
 With the little flag aloft. A woodland scene,  
 On either side drew its slope-line of green,  
 And hung the water's shining edge with shade.  
 Above the woods, Netley! thy ruins pale  
 Pear'd, as we pass'd; and Cēta's\* azure hue,  
 Beyond the misty castle†, met the view;  
 Where in mid channel-hung the scarce seen sail.  
 So all was calm and sunshine as we went  
 Cheerily o'er the briny element.  
 Oh! were this little boat to us the world,  
 As thus we wander'd far from sounds of care,  
 Circled with friends and gentle maidens fair,  
 Whilst morning airs the waving pendant curl'd;  
 How sweet were life's long voyage, till in peace,  
 We gain'd that haven still, where all things cease!

\* Isle of Wight.

† Kelsnot Castle.

## THE SAILOR'S PRAYER BEFORE ACTION.

BY DR. YOUNG.

SO form'd the bolt ordain'd to break  
 Gaul's haughty plan, and Bourbon shake,  
 If Britain's crimes support not Britain's foes,  
 And edge their swords. O Power Divine!  
 If bless'd by thee the hold design,  
 Embattled hosts a single arm o'erthrows.

Ye Warlike Dead! who fell of old,  
 In Britain's cause, by Fame enroll'd,  
 In deathless annal! deathless deeds inspire;  
 From oozy beds, for Britain's sake,  
 Awake, illustrious Chiefs! awake,  
 And kindle in your sons paternal fire.

The day commission'd from above,  
 Our worth to weigh, our hearts to prove,  
 If war's full shock too feeble to sustain;  
 Or firm to stand its final blow,  
 When vital streams of blood shall flow,  
 And turn to crimson the discolour'd main.

That day's arrived, that fatal hour!  
 "Hear us, O hear, Almighty Pow'r!  
 "Our guide in counsel, and our strength in fight!  
 "Now war's important die is thrown,  
 "If left the day to man alone,  
 "How blind is wisdom, and how weak in Might!

"Let prostrate hearts, and awful fear,  
 "And deep remorse, and sighs sincere,  
 "For Britain's guilt the wrath Divine appease;  
 "A wrath more formidable far  
 "Than angry Nature's wastful war,  
 "The whirl of tempest, and the roar of seas.

"From out the deep to thee we cry,  
 "To thee, at Nature's helm on high!  
 "Steer thou our conduct, dread Omnipotence!  
 "To thee for succour we resort;  
 "Thy favour is our only port;  
 "Our only rock of safety, thy defence.

" O Thou! to whom the lions roar,  
 " And, not unheard, thy boon implore!  
 " Thy Throne our bursts of cannon loud invoke;  
 " Thou can'st arrest the flying ball,  
 " Or send it back, and bid it fall,  
 " On those from whose proud deck the thunder broke.

" Britain in vain extends her care  
 " To climes remote \*, for aids in war;  
 " Still farther must it stretch to crush the foe:  
 " There's one alliance, one alone,  
 " Can crown her arms, or fix her throne,  
 " And that alliance is not found below.

" Ally Supreme! we turn to thee;  
 " We learn obedience from the Sea;  
 " With seas and winds henceforth, thy laws fulfil;  
 " 'Tis thine our blood to freeze or warm,  
 " To rouse or hush the martial storm,  
 " And turn the tide of conquest at thy will.

" 'Tis thine to beam sublime renown,  
 " Or quench the glories of a crown;  
 " 'Tis thine to doom, 'tis thine from Death to free,  
 " To turn aside his levell'd dart,  
 " Or pluck it from the bleeding heart:—  
 " There we cast anchor, we confide in thee.

" Thou! who hast taught the North to roar,  
 " And streaming † lights nocturnal pour,  
 " Of frightful aspect! when proud foes invade,  
 " Their blasted pride with dread to seize,  
 " Bid Britain's flags as meteors blaze,  
 " And George depute to thunder in thy stead.

" The right alone is bold and strong;  
 " Black hov'ring clouds appal the wrong  
 " With dread of vengeance.—Nature's awful Sire!  
 " Less than one moment should'st thou frown,  
 " Where is Puissance and Renown?  
 " Thrones tremble, empires sink, or worlds expire.

\* Russia.

† Aurora Borealis.

" Let George the just chastise the vain :  
 " Thou ! who dost curb the rebel main,  
 " To mount the shore when boiling billows rave !  
 " Bid George repel a bolder tide,  
 " The boundless swell of Gallic pride,  
 " And check ambition's overwhelming wave,  
  
 " And when (all milder means withstood),  
 " Ambition, tam'd by loss of blood,  
 " Regains her reason ; then, on angels' wings,  
 " Let Peace descend, and shouting greet,  
 " With peals of joy, Britannia's fleet,  
 " How richly freighted ; it triumphant brings  
 " The poise of kingdoms, and the fate of kings."

#### DESCRIPTION OF A CALM SEA AT MORN:

*From the POEM OF THE SEA, by the Rev. S. BIDLAKE, A.M.*

Chaplain to his Royal Highness the Duke of CLARENCE.

**I**N silv'ry veil, see virgin morn arise !  
 Fresh as a new creation, wash'd in dews  
 Ethereal, balm'd in rosy sleep she treads,  
 Forth darting heav'n-born joy, and looking softness :  
 Hush'd Nature listens ; calm reflection smiles.  
 She lifts her golden eye, and beams abroad,  
 And tips with tint the sluggish mists,  
 And rolling clouds, that ling'ring cling around  
 Yon mountain's base, yon wide horizon's verge.  
 What kindling glories gild the glowing skies !  
 What blushes fill the smooth expanse below !  
 The wide-spread mirror where her modest face  
 With answering beauty shines a perfect calm.  
 Not fluid mercury boasts more polish'd gloss.  
 Abroad no zephyr steals ; no dimple curls  
 The now quiescent wave, that sleeps along  
 The placid shore, with pendant verdure crown'd ;  
 No more repugnant or averse ; but deep  
 Within its winding arms, encircling warm  
 The glassy green ; well pleas'd itself to view  
 In shadowy length, with the mimic plain.  
 Saunt'ring, the fisher in his idle bark,  
 Awaits the whisper of the fav'ring gale ;  
 Nor spreads the sail, that of the sluggish hour

Impatient hangs. But stealth of fav'ring gale  
 The perfect plain denies, such quiet reigns.  
 Or if a vagrant solitary breeze  
 Perchance pass light its momentary way,  
 Yon skimming main its secret kiss avows;  
 And, like offended chastity, shudders  
 At every wanton wish that rudeness breathes.  
 Or leaps a fish, a spreading ringlet runs,  
 And wid'ning trembles to the distant shore,  
 The air no clamour wounds. Ye lighter barks!  
 That with the finny oar glide smooth along,  
 Spare the rude stroke, nor spoil the level wave;  
 Nor break the solemn silence of the scene.  
 See vermil morn yet gladdens into birth,  
 For lo! the lazy fogs steal soft from view,  
 And as they fade brightens the gorgeous scene,  
 And stately all the naval pomp appears;  
 Wars awful ensigns. By more grateful fleets,  
 Thy better pride, all humanizing commerce!  
 Green islands lone; tall cliffs; the circling port,  
 Where traffic lavish spreads his crowded wharfs,  
 Inverted all in imitative shade.

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### ENGLAND AND SWEDEN.

NOTE transmitted by the Swedish Ministry to the Minister of his  
 CATHOLIC MAJESTY at Stockholm, in Answer to the Representations  
 of the Spanish Court, dated St. Ildefonso, September 17, 1800.

" *Drottningholm, Oct. 22, 1800.*

" HIS Swedish Majesty has understood with the utmost concern  
 the violence used by some Officers of the English navy to-  
 wards a merchant ship from Swedish Pomerania, by employing the same  
 in an hostile enterprise against two frigates in the Road of Barcelona.  
 He perfectly accords with his Catholic Majesty, with respect to the  
 light in which this new abuse of power is to be considered, and the com-  
 mon danger which such examples must occasion both to neutral and  
 belligerent powers. His Majesty will, therefore, immediately make re-  
 monstrances to the Court of London, to which he is equally induced by  
 his friendly connections with the Spanish Court, and the violation of  
 the neutrality of his flag. In these remonstrances, which will have for  
 their first object the right of the Swedish flag, and of Swedish subjects,  
 his Catholic Majesty will certainly admit it to be right that the King



should consider himself as the principal party; but while he attends to his own interests, he will not neglect those of Spain. Justice requires that what has been obtained in an unjustifiable manner shall be restored. His Majesty will demand, but without answering for the consequence of this measure. He will, when it shall be time, make confidential communications to the Spanish Court with respect to the dispositions which the English Government shall manifest on the subject; but the justice of his Catholic Majesty will undoubtedly leave to him the free choice of the forms and means to be employed in his negotiation, nor attempt to limit any precise time and mode of restitution. Spain and all Europe are acquainted with the long process which Sweden has carried on in London on the subject of restitution; and there can be no reason to expect that speedier justice will be done in a cause which requires restitution to be made to an enemy. In the mean time, his Swedish Majesty cannot consider himself as liable to any kind of responsibility with respect to an affair to the causes of which he was entire stranger.—According to the statement of the Spanish Court itself, it was, under the circumstance in which it took place, not supposed that the Swedish Government and Nation were involved in it. It would be much to be lamented should the injustice of a third power be able to break connections which several direct discussions during the present war have not altered. Unfortunate events of this nature have frequently taken place, and seem as if they were peculiar to Spanish ports. A Swedish ship, which was taken by the English in the harbour of Passage itself; a second Swedish ship plundered and entirely destroyed by the French in Alicant; and several others taken by French privateers at the entrance of the harbour of Malaga, have occasioned his Swedish Majesty to make friendly representations and remonstrances to the Court of Spain, to procure respect and security to the trade of his kingdom. His Majesty would have been happy to have seen the Court of Spain manifest in his favour the same energy with which it now makes complaints; but the fruitlessness of his remonstrances never induced him to pass the bounds of the moderation and candour which should be cultivated by friendly Courts, and to which his Majesty trusts the Court of Spain will return, when it shall have carefully inquired into the true causes of the different accidents which have occasionally taken place in its ports. The undersigned Chancellor of the Court has the honour to make the present representations to the Chevalier de la Huerta, Envoy Extraordinary from his Catholic Majesty, as an answer to his communications of the 17th of September, and avails himself with pleasure of the opportunity to express his esteem, &c.

(Signed)

"F. VON EHRENHEIM."

**Gazette Letters.**

ADMIRALTY-OFFICE, OCT. 14.

*Copy of a Letter from William Ricketts, Esq. Commander of his Majesty's Sloop El Corso, to Evan Nepean, Esq. dated Trieste, Sept. 14.*

SIR,

I herewith inclose you a copy of a letter to the Right Hon. Lord Keith, K. B. Vice-Admiral of the Red, and Commander in Chief of his Majesty's ships and vessels in the Mediterranean.

I am, Sir, &c. &c.

W. RICKETTS.

MY LORD,

*El Corso, Ancona, 28th Aug.*

In compliance with your order to destroy the vessels in the harbour, and make a proper example of the town of Cesenatico, I proceeded with his Majesty's cutter the Pigmy, off that port: but finding it impossible to get within grape-shot of the Mole, was under the necessity of deferring the attempt till the night of the 26th, when the boats of both vessels, under the orders of Lieutenant Yeo, First of El Corso, proceeded to Cesenatico, and soon after day-light I perceived them in possession of the town, successfully maintaining a position against some French troops in the neighbourhood; but about eight, observing a party of horse in full speed from Cervia, I judged it prudent to call them immediately on board, though not before we had the satisfaction of seeing that the gallantry of Lieutenant Yeo, aided by Mr. Douglas, Master of the Pigmy, had been crowned with the fullest success, the vessels and harbour at that time forming but one flame; and that the intent of this enterprize might not be lost on the coast, I shortly afterwards sent in the attached Note.

I have the honour likewise to inclose the Report of Lieutenant Yeo, and remain, &c.

(Signed)

W. RICKETTS.

*To the Inhabitants of Cesenatico,*

The treachery of your Municipality, in causing to be arrested an Officer with dispatches, has been long known to the British Admiral in these seas.

The Municipality may now sadly know that the severity of judgment, long delayed, is always exemplary.

That the innocent suffer with the guilty, though much to be regretted, is the natural feature of war; and the more terrible infliction on this occasion, the more striking the example should prove to surrounding Municipalities.

(Signed)

W. RICKETTS.

REPORT.

Of thirteen vessels of different descriptions laying within the Mole of Cesenatico, two were sunk and eleven burnt, one of them deeply laden with copper money and bale goods; the harbour choaked by the wreck of four, sunk in the mouth of it, and both piers entirely consumed.

(Signed)

JOHN LUCAS YEO.

ADMIRALTY-OFFICE, OCT. 14.

*Copy of a Letter from the Earl of St Vincent, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated on board the Ville de Paris, Terhey, 10th Oct 1800.*

SIR,

I inclose, for the information of the Lords Commissioners of the Admiralty, letters which I have this day received from Captain Keats, of his Majesty's ship Boadicea, giving an account of the capture of the Spanish brig sloop of war El Vivo, and Rancune French privateer, by his Majesty's ships under his orders.

I am, &c. &c.

ST. VINCENT.

Vol. IV.

3 M

MY LORD,

*Boadicea, at Sea, 4th Oct.*

I have the honour to inform you, that the *Fisgard* chased from the squadron, on the 30th ultimo, and on the day following brought in the Spanish brig (sloop of war) *El Vivo*, as reported in Captain Martin's accompanying letter, and also that Captain Griffiths, of the *Diamond*, returned to the squadron on the 1st inst with a French brig privateer, of fourteen guns, and sixty men, named *La Raneune*, taken by that ship on the 27th ultimo.

I have the honour to be, &amp;c. &amp;c.

R. G. KEATS.

*Right Hon. Admiral Earl of St. Vincent, K. B. &c.*

SIR,

*Fisgard, at Sea, 30th Sept.*

I beg to inform you, that his Majesty's ship *Fisgard*, under my command, has captured the *El Vivo*, Spanish brig of war, of 14 eighteen-pounder carronades, and one hundred men; two days from Ferrol, bound to America, with sealed orders and dispatches, which they threw overboard in the chase.

I have the honour to be, &amp;c.

*Capt. Keats, Boadicea.*

T. B. MARTIN.

ADMIRALTY OFFICE, OCT. 18.

*Copy of a Letter from Vice-Admiral Lord Keith, K. B. Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated Port Mahon, 29th Aug. 1800.*

SIR,

I inclose, for the information of their Lordships, a copy of a letter received by me from Captain Cockburne, of his Majesty's ship *La Minerve*, reporting sundry captures made by that ship, and inclosing one from Captain Middleton, of his Majesty's ship *Flora*, stating the capture of the *San Antonio y Animes* Spanish privateer.

I have the honour to be, &amp;c.

KEITH.

MY LORD,

*La Minerve, off Vigo, April 16.*

I have the honour to inclose, for your Lordship's information, a letter I have received from Captain Middleton, acquainting me of the capture of the *San Antonio y Animes* Spanish privateer, by his Majesty's ship *Flora*, under his command.

As your Lordship may not have received my letters on the subject, I send, per margin\*, a list of the privateers taken by his Majesty's ship under my command, since cruising on this coast.

I have the honour to be, &amp;c. &amp;c.

G. COCKBURN.

*Lord Keith, K. B. &c. &c.*

SIR,

*His Majesty's Ship Flora, at Sea, April 9.*

I have to acquaint you that this day, at eleven A. M. *Vigo* bearing E. by S. distance thirty leagues, I discovered a schooner in the act of boarding two brigs; after a chase of five hours I had the satisfaction of capturing her. She proves to be the *San Antonio y Animes*, alias *Aurora*, belonging to *Vigo*, commanded by Don Francisco Fernandez Ferros, mounting ten guns, three of which she hove overboard during the chase, manned with fifty-five men; has been out three days from *Vigo*, without making any capture.

I am, &amp;c.

*George Cockburne, Esq. Captain of his Majesty's Ship La Minerve.*

ROBERT MIDDLETON.

\* *La Mouche*, of Bourdeaux, of twenty guns, and 145 men.  
*Nostra Signora del Carmo*, of Morcs, of one gun, and thirty-four men.

ADMIRALTY-OFFICE, OCT. 25.

*Copy of a Letter from the Earl of St Vincent, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated the 17th instant.*

SIR,

By the Lord Nelson cutter I have this day received the inclosed letter from Captain Knight, of his Majesty's ship Montague, detailing a very meritorious piece of service performed by the boats of that ship and of the Magnificent; and Lieutenant Percy informs me, that on the 1st instant, in the Lord Nelson, he captured and burnt a sloop from Camaret, bound to Bourdeaux, laden with empty casks; and on Monday last drove on shore, under a battery, three brigs and three sloops, apparently empty, which had made their escape from within the Penmarks during the late gales of wind.

I am, &amp;c.

ST. VINCENT.

MY LORD,

*Montague, at Sea, Oct. 13.*

On returning westward yesterday before L'Orient, I saw at noon a small convoy of brigs, sloops, &c. taking refuge in Port Daenne, which I approached and prepared the armed boats of the two ships to attack, and while placing this ship to cover them, dispatched the Montague's boats under the direction of Lieutenants Bysett and Knight, who were followed and ably supported by those of the Magnificent, in which were Lieutenants Dunlop and Griffiths, who, notwithstanding the fire kept up from two of the vessels who were armed, and a battery firing round and grape, under which the vessels lay touching the ground, they boarded, took possession, and brought out eleven vessels, and burnt one; another had been sunk by the enemy's shot, leaving only one, whose situation in the Creek would not admit of getting her out.

This little piece of service, completely and expeditiously performed, with the loss of only one seaman killed and two wounded of the Montague, and one of the latter of the Magnificent, has won my approbation, and I trust will merit your Lordship's. On this duty, Lieutenants Alexander, Montgomerie, Mitchell, and Jordan, of the marines, were employed, as was Lieutenant Samarin, of the Russian navy, who volunteered his service, all entitled to applause, as were the seamen and marines, for their regular and spirited conduct.

I have the honour, &amp;c.

JOHN KNIGHT.

*Admiral the Earl of St. Vincent, K. B. &c. &c.**List of Vessels.*

Three sloops (one of them sunk), three brigs, and five luggers.

ADMIRALTY OFFICE, OCT. 25.

*Copy of a Letter from Vice-Admiral Lord Keith, Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq. dated Gibraltar, Sept. 30, 1800.*

SIR,

I have the honour of inclosing a copy of a letter from Captain Skipsey, of his Majesty's sloop Termagant, reporting the interception of a French national vessel, destined with supplies for Egypt.

I am, &amp;c. &amp;c.

KEITH.

MY LORD,

*Termagant, Leghorn, Sept. 6.*

I have to acquaint your Lordship, that on the 1st instant, in his Majesty's sloop under my command, thirty leagues to the westward of Corsica, after a chase of two hours, I captured a French national polacre, called La Capricieuse, commanded by Citizen Gandferrand, Enseigne de Vaisseau, mounting six guns, manned with sixty-eight men, was victualled for two months, had leftoulon three days, and was bound to Egypt.

She had on board 350 stand of arms, a quantity of shot, a French General, and a Chef de Bataillon; but the dispatches (except the two letters I have the honour to inclose), were destroyed before I boarded her.

I have also to add, that on the 4th inst. after a short chase, ten leagues from this place, I took the General Holz French privateer, with two guns and twenty-six men, which I scuttled and sunk.

I have the honour to be, &c.

Right Hon. Lord Keith, K. B. &c.

W. SKIPSEY.

ADMIRALTY-OFFICE, OCT. 25.

*Copy of a Letter from Admiral Milbanke, Commander in Chief of his Majesty's Ships and Vessels at Portsmouth, to Evan Nepean, Esq. dated the 21st inst.*

SIR,

Inclosed I beg leave to transmit, for their Lordship's information, a letter which I have received from Captain Durban, of the Weazle sloop, with an account of his having taken a small French privateer, and re-captured her prize.

I am, &c. &c.

M. MILBANKE.

SIR,

*His Majesty's Sloop Weazle, Spithead, Oct. 21.*

I beg to inform you of my arrival here, and that on the 19th inst. I captured off Portland, the small French cutter privateer, Petit Chasseur, of Granville, Pierre Antonare, Master, armed with one carriage gun, muskets, and sabres, &c.; she had taken a brig belonging to Sunderland, which I re-captured: her name unknown, it being late when we boarded her.

I have the honour to be, &c.

Admiral Milbanke, &c.

W. DURBAN.

ADMIRALTY-OFFICE, OCT. 25.

*Copy of a Letter from Captain Cunningham, of his Majesty's Ship Clyde, to Evan Nepean, Esq. dated Plymouth Sound, Oct. 22.*

SIR,

I beg you will be pleased to acquaint my Lords Commissioners of the Admiralty of the arrival of his Majesty's ship Clyde under my command, having towed in the Dick Guineaman, which was made quite a wreck in a very gallant resistance against a French privateer before she was captured.

I inclose, for their Lordships' further information, a copy of the letter addressed to the Earl of St. Vincent, upon my arrival.

I have the honour to be, &c.

C. CUNNINGHAM.

MY LORD,

*Clyde, Plymouth Sound, Oct. 22.*

I have the honour to transmit, for your Lordship's information, a list of vessels destroyed, captured, and re-captured during the late cruise of his Majesty's ship under my command: Deux Amis Spanish letter of marque, four guns and twenty-seven men, from Vera Cruz to St. Andero, burnt in the harbour of St. Vincent; captured El Beloz, Spanish packet, four guns and thirty men, from the Havannah to Corunna; La Rose French schooner, from Bourdeaux to Gaudaloupe; and La Magicienne French schooner, from Senegal to Bourdeaux; recaptured the Dick Guineaman, of Liverpool, taken by the Grand Decide privateer; at this time the Fisgard was in sight, who, I apprehend, captured the latter about two hours after.

I have the honour to be, &c.

C. CUNNINGHAM.

Right Hon. Earl of St. Vincent, K. B. &c.

ADMIRALTY OFFICE, OCT. 25.

*Copy of a Letter from Captain Cockburne, of his Majesty's Ship La Minerve, to Evan Nepean, Esq. dated at Sea, 29th Sept.*

SIR,

I have the honour to inclose, for their Lordships' information, a copy of my letter to Captain Halstead, dated the 28th inst.

I have the honour to be, &c.

GEORGE COCKBURN.

SIR,

*La Minerve, at Sea, Sept. 28.*

I have the honour to inform you, that I this day captured, off Cape Finisterre, 1. Active French letter of marque, from Guadaloupe bound to Bourdeaux, loaded with sugar and coffee I beg leave to add, that on the 26th I captured the Victorieux French merchant brig, from Cayenne bound to Bourdeaux, laden with cotton, coffee, and sugar; and on the 16th I re-captured, in company with the Doris, El Rey Carlos Spanish packet, loaded with sugar, indigo, and cochineal.

I have the honour to be, &amp;c.

GEORGE COCKBURN.

*Capt. Halstead, of his Majesty's Ship Phenix.*

ADMIRALTY OFFICE, OCT. 25.

*Extract of a Letter from Captain Forke, of his Majesty's Ship Proteolyte, to Evan Nepean, Esq. dated off Havre, the 19th instant*

I beg also to inform their Lordships, that the Victor Natalie, a small French cutter, from Dieppe bound to Concalie, in ballast, was captured by his Majesty's ship under my command this morning.

ADMIRALTY-OFFICE, OCT. 31.

*Copy of a Letter from Admiral the Earl of St. Vincent, K. B. to Evan Nepean, Esq. dated Ville de Paris, in Torbay, Oct. 27.*

SIR,

I enclose, for the information of the Lords Commissioners of the Admiralty, a letter I have received from Captain Cunningham, of his Majesty's ship Clyde, giving an account of the vessels captured and recaptured by that ship during her last cruise.

I am, Sir, &amp;c. &amp;c.

ST. VINCENT.

MY LORD,

*Clyde, Plymouth Sound, Oct. 22.*

I have the honour to transmit, for your Lordship's information, a list of vessels destroyed, captured, and recaptured during the late cruise of his Majesty's ship under my command:

Deux Amis Spanish letter of marque, four guns and twenty-seven men, from Vera Cruz to St. Andero, burnt in the harbour of St. Vincent.

Captured El Beloz Spanish packet, from the Havannah, bound to Corunna, four guns and thirty men.

La Rose French schooner, from Bourdeaux to Guadaloupe, and La Magicienne French schooner, from Senegal to Bourdeaux.

Recaptured the Dick Guineaman, of Liverpool, taken by the Grand Decidé French privateer; at this time the Figard was in sight, who, I apprehend, captured the latter about two hours after.

I have the honour to be, &amp;c.

CHARLES CUNNINGHAM.

*Admiral the Earl of St. Vincent, K. B.*

ADMIRALTY-OFFICE, NOV. 1.

*Copy of a Letter from the Earl of St. Vincent, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated in Torbay, the 30th October.*

SIR,

I enclose, for the information of the Lords Commissioners of the Admiralty, a letter which I have received from the Hon. Captain Stopford, of his Majesty's ship Excellent, giving an account of the boats of that ship having cut out three brigs from a creek to the eastward of Abreverak.

I have the honour to be, &amp;c.

ST. VINCENT.

MY LORD,

*Excellent, off Abreverak, Oct. 21.*

I have the honour to acquaint your Lordship, that I sent the boats of his Majesty's ship under my command, last night, under the direction of Lieutenant Bain, to cut out three large brigs, which I had observed in a creek to the eastward of Abreverak.

The service was very dexterously and completely executed, and they were all brought out through a very intricate navigation.

One of the brigs mounts three carriage guns, and her crew being in great measure prepared for the attack, made some resistance, which was, however, soon overcome by boarding, but (I am sorry to add) with the loss of one seaman (a quarter-master), who was mortally wounded.

One of the vessels is loaded with biscuit for Brest; another with wood for the same place, and the third is in ballast.

I have the honour to be, &c.

R. STOPFORD.

*Right Hon. the Earl of St. Vincent, K. B. &c.*

ADMIRALTY OFFICE, NOV. 4.

*Copy of a Letter from Vice-Admiral Lutwidge, Commander in Chief of his Majesty's Ships and Vessels in the Downs, to Evan Nepean, Esq. dated the 2d instant.*

SIR,

I beg leave to inclose to you, for the information of my Lords Commissioners of the Admiralty, a letter which I have received from Mr. Stephen Butcher, Master of his Majesty's hired lugger Nile (3), giving me an account of his having last night fallen in with and captured the Renard French cutter privateer, of Calais, mounting two three-pounders, and having on board thirteen men.

I am, Sir, &c. &c.

S. LUTWIDGE.

SIR,

*Nile Lugger (3d. Downs, Nov. 2.*

Lieutenant Whitehead being sick on shore, I beg leave to acquaint you, that at nine o'clock last night, while in the execution of your orders, I fell in with and captured, off Folkstone, the Renard French cutter privateer, of Calais, Michael Bernard Hamelin, Commander, carrying two three-pounders, and thirteen men, at the time she was alongside a laden merchant ship standing in for the Downs; the privateer left Calais at four o'clock yesterday afternoon.

I am, Sir, &c. &c.

STEPHEN BUTCHER.

ADMIRALTY OFFICE, NOV. 7.

*Copy of a Letter from Admiral the Earl of St. Vincent, K. B. &c. &c. to Evan Nepean Esq. dated Torbay, Nov. 4.*

SIR,

I inclose, for the information of the Lords Commissioners of the Admiralty, letters which I have received from the Captains Knight, Hotham, Bowen, and Lurin, of his Majesty's ships Montague, Immortalité, Argo, and Thames, giving an account of the vessels captured and re-captured by them during their respective cruises.

I am, Sir, &c.

ST. VINCENT.

*Extract of a Letter from Captain Knight, of his Majesty's Ship Montague, to Admiral the Earl of St. Vincent, K. B. &c. &c. dated at Sea, Oct. 21.*

MY LORD,

Since my letter of the 13th instant, informing your Lordship of having cut eleven vessels out of the port of Danenne, the boats of the Montague, under the command of acting Lieutenant Wells, have taken from under the walls of Port Louis a large brig, laden with wine and brandy; in covering whom the ship has only received two shots in her hull, without any other damage.

I have the honour to be, &c.

JOHN KNIGHT.

*Extract of a Letter from Captain John Knight, of his Majesty's Ship Montague, to the Right Hon. the Earl of St. Vincent, K. B. dated at Sea, Oct. 26.*

Since my letter of the 21st instant, a lugger going to Palais with firewood was cut off, which I destroyed; and the Marlborough, while in company, captured a French brig laden with butter, tallow, and hides. I have now the honour to state, that, on returning from the Loire, which is very shallow at its

entrance, in hauling round Croisic, the several batteries opened their fire with a view to defend a brig and two sloops that lay under them, waiting the flood to get into the port; however the boats of the Montague, with great intrepidity and alacrity, brought them out. In this affair I have to lament the loss of a valuable seaman killed, one seaman and a marine badly wounded, and two slightly. While drawing near to those vessels, and previous to their crews abandoning them, it was observed the brig hauled down French colours at the ensign-staff, and substituted those of Hamburg at the mast-head.

I have the honour to be, &c.

JOHN KNIGHT.

*Extract of another Letter from Captain John Knight, of the Montague, dated off the Isle Groa, Oct. 30.*

On the 28th instant, a small ship and a few chasse mares were the only vessels that could be seen above Point Nazaire, in the Loire: within the Isk Noirmoutier I saw two brigs and a galliot (French), which the boats of the Montague boarded; and although in possession of them for a whole flood, so intricate and shallow were the channels on the flats where they lay, it was judged expedient to fire them.

I have the honour to be, &c.

JOHN KNIGHT.

Earl of St. Vincent, K. B.

MY LORD,

*Immortalité, at Sea, Oct. 30.*

I have the honour to report to your Lordship, that on the 12th of September I captured a small Spanish vessel laden with stone, which I was obliged to scuttle, to enable me to chase two French privateer ships (Le Brave and La Bellone), who hove in sight (coming out of the Geronde) at the time I was boarding the Spaniard; but as it was late in the evening, and as they tacked, and stood from me under every sail, as soon as they discovered L'Immortalité to be a man of war, they did not leave it in my power to get near them, although by steering the course that I judged they would adopt to avoid me, I kept them in sight all the next day, but in the second night they escaped, after my having chased them 259 miles to the westward. However, on the 20th, I retook an English ship (the Monarch) of 645 tons, laden with timber, which La Bellone had captured four days before on her passage from Quebec to London. On the 22d of the same month, in the latitude of Cordouan Light-house, blowing hard from the westward, a French brig of war came in sight to the northward, to whom I got near enough by sun-set to keep sight of after dark, and to insure my coming up with her; but at half past nine o'clock, when I was within musket shot, and about to bring her to, we both unexpectedly took the ground (going nine knots,) on Noirmoutier, where she was totally dismasted and destroyed, but I had the good fortune to get off at day-light the next morning, without any material damage, and with the loss only of a bower anchor and cable, and a boat. Not having seen the land before dark, and not having run the distance of it by the reckoning, I was unable to ascertain what was my exact situation till the day broke, and as it was ebb tide when we went on shore, I was prevented from getting off before. In the morning, having got the ship under weigh, and worked off from the land, finding myself able to keep the sea, I returned to my station; and the next morning (the 24th) I fell in with a French schooner letter of marque, bringing coffee and sugar from Guadalupe to Bourdeaux, but a Guernsey privateer lugger, who was also in sight, and nearer to the schooner than I was, brought her to before I got up with her.

I am, &c. &c.

Earl of St. Vincent, K. B. &c.

H. HOTHAM.

MY LORD,

*His Majesty's Ship Argo, at Sea, Oct. 21.*

I have the honour to inform your Lordship, that yesterday his Majesty's ship under my command captured (after fifteen hours chase, blowing fresh) the Spanish letter of marque, San Fernando, mounting twelve long six-pounders and fifty-three men, pierced for and shows twenty-two guns on one deck, five days from St. Andero, bound to La Vera Cruz, laden with bar iron and bale goods, of considerable value, belonging to the Royal Phillipine company, they had Government dispatches on board, which they sunk; she is a fine vessel, quite new, measures near 300 tons, coppered, and fit for his Majesty's service.



The vessels taken and destroyed as per margin\*, exclusive of the above capture, is the sum of our success.

I have the honour to be, &c. &c.

J. BOWEN.

P. S. We have not seen an enemy's cruiser during our cruise.

*Earl of St. Vincent, &c.*

MY LORD,

*Thames, at Sea, 27th Oct.*

I have the honour to acquaint your Lordship, that on the 26th instant, the tower of Caduan E. S. E. 36 leagues, his Majesty's ship I command fell in with and captured the *Diabla* a Quatre French ship privateer, of sixteen twelve and six-pounders, and 150 men; she was discovered at half past nine A. M. and after a chase of five hours, with the wind on the quarter, blowing fresh, the *Immortalité* was seen directly a-head of the enemy; she immediately joined in the pursuit, and much facilitated the capture of this privateer, which is a fast sailer, and is extremely well found, having been out from Bourdeaux only one day.

I am &c. &c.

*The Earl of St. Vincent.*

W. LUKIN.

ADMIRALTY OFFICE, NOV. 8.

*Copy of another Letter from the Earl of St. Vincent, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated Torbay, the 4th instant.*

SIR,

I inclose, for the information of the Lords Commissioners of the Admiralty, a letter I have received from Captain Keats, of his Majesty's ship *Boadicea*, transmitting one from the Hon. Capt. Curzon, of his Majesty's ship *Indefatigable*, giving an account of his having captured the *La Venus* French frigate, of 32 guns, and 200 men, from Rochfort, bound to Senegal.

I am, &c.

ST. VINCENT.

MY LORD,

*Boadicea, off Ferrol, Oct. 25.*

The *Indefatigable*, which left the squadron in chase on the 23d instant, has just rejoined with the *Fisgard*, and the French prize reported in Captain Curzon's inclosed letter. I have the honour to be &c.

*Right Hon. Admiral Earl of St. Vincent, &c.*

R. G. KEATS.

SIR,

*Indefatigable, at Sea, Oct. 23.*

The ship to windward I made the signal for and afterwards chased, was the *Venus* French national frigate; carrying 32 guns and 200 men, from Rochfort, bound to Senegal, and accounted a very fast sailer, which I had the good fortune to come up with and capture so early as seven in the evening, owing to the *Fisgard* having come in sight in the afternoon directly in the wind of the *Indefatigable*, and turning her, so that both ships crossed upon her course: we arrived up with her nearly at the same time.

I have the honour to be, &c.

*Captain Keats, Boadicea.*

H. CURZON.

*Copy of a Letter from Vice-Admiral Lord Hugh Seymour, to Evan Nepean, Esq. dated on board the Abergavenny, Port Royal Harbour, Jamaica, August 31.*

SIR,

I have very sincere pleasure in forwarding to you, for the information of the Lords Commissioners of the Admiralty, a letter which I have received from Capt. Milne, of his Majesty's ship *Seine*, describing an action which does great honours to him, his Officers and ship's company; and which ended in the capture of the French Republican frigate the *Vengeance*, a ship of a very superior force to that which he commanded. Captain Milne has done so much justice to his Officers and men by his report of their conduct on that occasion, that I have only to offer my congratulations to their Lordships upon the success which attended their exertions, and to express my hope that it will receive marks of their Lordships' favour proportioned to the satisfaction which they must derive from the event, which has brought forward the merit of those engaged in it.

I am, Sir, &c. &c.

H. SEYMOUR.

\* French brig *Maria Louisa*, in ballast, sent in; Spanish barque, *Sel Vincent*, laden with iron ore, sent in; two Spanish barques, names unknown, laden with iron ore; sail.

MY LORD,

*His Majesty's Ship Seine, off St. Domingo, Aug. 22.*

I have the satisfaction to acquaint your Lordship, that on the morning of the 20th inst. I observed a ship on the starboard tack standing to the northward through the Mona Passage; I soon perceived she was an enemy, and made all sail in chase, with very light breezes; the wind having come to the northward obliged her to tack, as she could not weather Cape Raphael on the St. Domingo shore; she then stood S. S. E. and made all sail; by this time it was near sunset, and I could perceive she was a large frigate; it was near midnight before I could bring her to action, and then not so close as I could wish, as she always bore up and kept at long shot; she however did us considerable damage in our rigging and sails, but to appearance he suffered equally, we separated for some time, and I took that opportunity to get our rigging, &c. again in complete repair. On the morning of the 25th, I had the pleasure of bringing him to close action: and after about an hour and a half hard fighting, an Officer came out on her bowsprit (the only place he could be seen from, owing to the mass of confusion, by the loss of her fore-mast, mizen-mast, and main-top-mast having fallen on board), and said they had struck to the British flag. She was immediately taken possession of, and proved to be the French frigate the *Vengeance*, Citizen Pitot, Capitaine de Vaisseau, Commander, mounting 28 eighteen-pounders on her main deck, 16 twelve-pounders, and eight forty-two-pounders carronades on her quarter-deck and fore-castle, and brass swivels on the gunwale, with shifting guns on the main and quarter-decks. The weight of metal I have mentioned in French pounds. The behaviour of the Officers and ship's company was such as has always characterised the British seamen. To my First Lieutenant, Mr. Cheetham, I am greatly indebted for his cool and steady behaviour, and for the amazing fire kept up from the main deck, which nothing could surpass. My Second Lieutenant, Mr. Geo. Milne, fell fighting nobly about the middle of the action. In him his Majesty has lost a valuable and as zealous an Officer as any in the service. To my Third Lieutenant, Mr. Edeveair (whom I mentioned on a former occasion, when Gunner of the *Pique*), I am equally indebted for his services; as likewise Mr. Barclay, the Master, and Mr. McDonald, Lieutenant of Marines, who was taken down wounded, and came up again when dressed, but was obliged from a second wound to be taken below. But, I am happy to state, the life of this valuable Officer will be saved to render further services to his Majesty. The behaviour of the Petty Officers, Seamen, and Marines, were such as does them the highest credit. The *Vengeance* is a very large frigate, five years old, and exactly the dimensions of the *Fingard* in his Majesty's service, and is the ship which had the action some time since with the American frigate the *Constellation*. Previous to her leaving Cuzco, she had a large supply of seamen from Guadaloupe, and was every way completely found, and bound to France. His Majesty's ship under my command has suffered much in her mast and hull; sails and rigging entirely cut to pieces. Your Lordship will perceive the *Vengeance* is superior in size, guns, and number of men to his Majesty's ship I have the honour to command; but nothing could withstand the steady behaviour of this ship's crew. I have the honour of enclosing a list of the killed and wounded. The loss of the enemy has been very great, but I have not yet got a return.

I have the honour to be, &amp;c.

DAVID MILNE.

*Right Hon. Lord Hugh Seymour, &c.**A Return of Killed and Wounded on board his Majesty's Ship Seine, in the Action with the French Republican Frigate the Vengeance, 21st August.*

Killed.—One Officer and 12 seamen.

Wounded.—Three Officers, 21 seamen, three marines, and one boy.

Names of Officers killed.—George Milne, Second Lieutenant.

Names of Officers wounded.—Archibald Macdonald, Lieutenant of Marines; Andrew Barclay, Master; ———— Horne, Captain's Clerk.

## THE NAVAL ARMISTICE.

AS the Correspondence between our Government and that of France, respecting a NAVAL ARMISTICE between the two Nations, is the most important and interesting subject of political curiosity, we have selected, as under, the First Projet offered by France, the Counter-Projet by England, and the Second Projet transmitted in answer by France, which has been finally rejected by our Government, in consequence of its requiring us to enter into a separate Treaty, contrary to our honour and interests.

### TRANSLATION.

#### PROJET.

" ART. 1. There shall be a suspension of hostilities between the fleets and armies of the French Republic and those of Great Britain.

" 2. The ships of war and merchant vessels of each nation shall enjoy a free navigation, without being subject to any search, and shall observe the usage established previous to the war.

" 3. All vessels, of either nation, captured after the of *Proclamer*, shall be restored.

" 4. The places of Malta, Alexandria, Belleisle, shall be assimilated to the places of Ulm, of Philipsburg, and of Ingolstadt; that is to say, all neutral or French vessels shall have permission freely to enter them in order to furnish them with provisions.

" 5. The squadrons which blockade Brest, Cadiz, Toulon, Flushing, shall return into their own harbours, or at least shall keep out of sight of the coast.

" 6. Three English officers shall be dispatched, one directly to the Admiral commanding in the Mediterranean, another as the Commander of the squadron before Malta, the third to the commander of the blockade of Alexandria, to notify to them the present Armistice, and to convey to them orders to conform themselves thereunto. The said officers shall pass through France, in order the more expeditiously to arrive at their destination.

" 7. His Catholic Majesty and the Batavian Republic are included in the present Armistice.

#### COUNTER-PROJET.

It having been agreed that Negotiations for a General Peace be immediately set on foot between the Emperor of Germany, his Britannic Majesty, and the French Republic, and an Armistice having been already concluded between the forces of his Imperial Majesty and those of the French Republic, it is agreed that an Armistice shall also take place between the forces of his Britannic Majesty and those of the French Republic, on the terms, and in the manner following. That is to say,

" ART. 1. All hostilities, both by sea and land, between the forces of the two contracting parties shall be suspended, and shall not be renewed until after fourteen days notice given of the termination of the Armistice. This notice, in so far as relates to the parts of Europe

North of Cape St. Vincent, must be given by one of the two Governments to the other, and is to be reckoned from the day in which the same shall be received by the Government to whom it is given. In the Mediterranean, or other parts of the world, the notice must be given by the respective Commanding Officers. But in case of the renewal of hostilities between Austria and France, the Armistice between Great Britain and France is likewise to be considered as terminated, as soon as such renewal of hostilities shall be known to the Officer commanding the British forces; except only in so far as relates to prizes of merchant vessels, which shall be regulated by the third Article of this Convention.

" 2. Orders shall be immediately sent by the two Governments to their Officers in the different parts of the world, to conform themselves to this agreement; sea-passes shall be given to the ships which are to carry these orders; and His Britannic Majesty's Officers to be sent for that purpose through France, shall be furnished with the necessary passports and facilities to expedite their journey.

" 3. All prizes made in any part of the world during the continuance and operation of the Armistice, by any officers having actually received due notice of this agreement, shall be restored; and generally, whether such notice shall have been received or not, all prizes made in the Channel, or in the North Seas, after twelve days (to be reckoned from the exchange of the ratifications of this Convention), shall be restored; and the same periods shall be allowed in this respect for the other parts of the world, as were stipulated by the said Article of the Preliminaries of the last Peace.

" 4. Malta, and the maritime towns and ports of Egypt, shall be placed on the same footing as those places which, though comprised within the demarcation of the French army in Germany, are occupied by the Austrian troops, consequently nothing shall be admitted by sea which can give additional means of defence; and provisions only for fourteen days at a time, in proportion to the consumption, as it shall be ascertained by Commissioners to be named for the purpose, who shall have power to establish the necessary regulations for giving effect to this stipulation, conformably to the principles of the 4th Article of the Convention."

## TRANSLATION.

## PROJET.

" In consideration of its having been agreed that Negotiations for a general Peace shall be immediately opened between the French Republic and its Allies on one side, and his Imperial Majesty, his Britannic Majesty, and their Allies, on the other side; and that the Armistice which has already been concluded between the Armies of the French Republic and those of his Imperial Majesty, may be prolonged, if any equivalent Armistice should be concluded between the forces of the French Republic and those of his Britannic Majesty, the two Governments have agreed to conclude the said Armistice upon the following conditions:—

" 1. All hostilities by sea and land between the two nations shall be suspended, and shall not be renewed until after a month's notification prior to the end of the Armistice. In all parts of the world the Armistice shall not be broken without the express order of the contracting Governments; and hostilities shall not be renewed until a month after

the notification which may have been given by the General or Commanding Officer of one of the two nations to that of the other nation.

" 2. Orders shall be immediately transmitted by the two Governments to the Commanding Officers in the several parts of the world, directing them to act in conformity with this Convention. Passports shall be given to the persons who shall carry out these orders; and the Officers of his Britannic Majesty who shall travel through France for this purpose shall receive safe conduct and the necessary facilities for accelerating their journey.

" 3. All prizes made in any part of the world, during the continuance of the Armistice, by any Officer having actually received the notification of this Convention, shall be restored. And generally (whether this notification shall have been made or not) all prizes made in the Channel, or in the North Seas, after twelve days, to be computed from the exchange of the ratifications of this Convention, shall be restored; and, in regard to this object, the terms shall be fixed for the other parts of the world conformably to the stipulations of the 2d Article of the Preliminaries of the last Peace; whence it results, that, computing from the day of the said exchange, all trading vessels of either nation shall have the power of putting out to sea, and of navigating freely as before the war.

" 4. Malta and Egypt shall be assimilated to the places in Germany which, although blockaded by the French Army, have been permitted to enjoy the benefit of the Continental Armistice. Malta shall be furnished with provisions for fifteen days at a time, at the rate of 10,000 rations per diem. With regard to Egypt, six French frigates shall have the liberty of sailing from Toulon, of unloading at Alexandria, and of returning without being searched, and without suffering any opposition during their passage, either from English ships or from those of the Allies of Great Britain. An English Officer of rank shall for this purpose embark on board one of the frigates, and shall travel through France on his way to Toulon.

" 5. The blockade of Brest, of Toulon, and of every other French port, shall be raised; and all the British Captains shall receive instructions not to interrupt the trade of any vessel either entering therein or going out thereof. No ship of the line, however, of two or three decks, actually at anchor in the said ports, shall be at liberty to go out before the renewal of hostilities, for the purpose of changing its station; but frigates, sloops, and other small ships of war, may freely go out and navigate, and in the event of their meeting at sea with ships belonging to his Britannic Majesty, they shall observe the customs established before the war.

" 6. The land forces in the pay of his Britannic Majesty shall not have the power of disembarking in any Port of Italy during the continuance of the present Armistice.

" 7. The Allies of France, namely, Spain, the Batavian Republic, and Genoa, shall participate in the benefit of the present Armistice. (If his Britannic Majesty insist upon including his Allies in the Armistice, they shall enjoy the same advantages with those of France.)

" 8. The present Convention shall be ratified, and the ratifications shall be exchanged in the space of ten days, or sooner if it should be possible."

## MONTHLY REGISTER

OF

Spain Charts.

## GENERAL OBSERVATIONS FOR NOVEMBER.

THE month of October concluded with the receipt of intelligence, which, though it were improper under the circumstances that attended it, to consider unfortunate, was at least contrary to the hopes and the expectations of Britain. A junction between the fleet and the army which had proceeded from England several months since, under the command of Sir Ralph Abercrombie, having been effected with that more numerous corps since dispatched to the same quarter under the command of Sir William Pulteney, the whole, protected by the principal part of the naval force commanded by Lord Keith, took its station off Cadix early in the month of October. The port had been previously blockaded by a detached squadron under Sir Richard Bickerton, and had created no inconsiderable degree of alarm on the part of the Spaniards. Thus far had reached the knowledge of the English for some days, previous to the arrival of that information which at one instant annihilated their hopes of fancied conquest. Disappointment, as a natural consequence, creates a momentary uneasiness; but a short reflection rarely fails to produce comfort, and not unfrequently serves to convince the most eager, and consequently the most distressed, that the occurrence is either immaterial in itself, or, perhaps, not in the smallest degree disastrous. The fact appears simply to have been, that the prospect of success depended on a *coup-de-main*! that from unavoidable delays which took place in the junction of the two armaments, the Spaniards were enabled to make every preparation to withstand the attempts of their assailants; that owing to these, which are the ostensible causes, the attempt could not be said to have failed, because it really never was made; that it extended not beyond the preparation to land scarce an eighth part of the whole force, and that that preparation exceeded not the mere act of receiving the allotted division from the transports into the boats intended to convey them to the scene of attack.

The abandonment of the enterprise could neither be called a check nor a failure; and though such a reason has never been avowed, it may not, perhaps, be unfair to suggest (as a mere supposition), that the dangerous and miserable calamity which then visited the inhabitants of that quarter, and the soldiers which defended it, might have no small weight with the British commanders, who might, even by the most bloodless success, have sacrificed the lives of thousands to the most inglorious end, and augmented, without benefiting their own country, the calamities of a people whom Heaven had visited with the greatest of all scourges. The very tenor of the letters which passed on the occasion between the British commanders in chief, and those of the Spaniards, appear in great measure to warrant the belief that humanity operated at least as strongly as any other cause in prevention of the farther prosecution of this project. The following extract of a letter from Port Real, will give the reader a more succinct account of the operations of the attempt.

*Port Real, Oct. 7.*

The fleet under Admiral Keith lay at anchor for several days between Tetuan and Ceuta. On the 3d instant, it weighed anchor, and took a station in the line of battle between Cadiz and Saint Petri.

On the 4th it advanced into the Bay of Cadiz, as far as the point of Rotta.

The fleet consisted of fourteen ships of the line, eighteen frigates, and ninety transports. We supposed that it might carry about 12,000 troops.

On the 5th and 6th the fleet remained in the same position, and seemed to make preparations for a descent between Rotta and Port Saint Mars.

The Spaniards are ready to receive them; their troops are in motion, and every thing is in the greatest forwardness. The Governor is not inactive, but is employed in making all necessary dispositions. Fort St. Sebastian is entrusted to an experienced officer.

During our station off this place the following copies of letters passed between the Governor of Cadiz, and our Admiral Lord Keith and General Abercrombie, which terminated this affair.

[No. I.]

TO THE ENGLISH ADMIRAL.

"The affliction which carries off in this city and its environs thousands of victims, and which threatens not to suspend its ravages until it has cut off all who have hitherto escaped, being calculated to excite compassion, it is with surprise that I see the squadron under the command of your Excellency, come to augment the consternation of the inhabitants. I have too exalted an opinion of the humanity of the English people, and of yours in particular, to think that you would wish to render our condition more deplorable. However, if, in consequence of the orders which your Excellency has received, you are inclined to draw down upon yourself the execration of all nations, to cover yourself with disgrace in the eyes of the whole universe, by oppressing the unfortunate, and attacking those who are supposed to be incapable of defence;—I declare to you, that the garrison under my orders, accustomed to behold death with a serene countenance, and to brave dangers much greater than all the perils of war, know how to make a resistance which shall not terminate but with their entire destruction. I hope that the answer of your Excellency will inform me, whether I am to speak the language of consolation to the unfortunate inhabitants, or whether I am to rouse them to indignation and vengeance.

"May God preserve your Excellency.

"October 5, 1800.

"THOMAS DE MORLA."

"The vessels employed in the blockade have not, till now, prevented the fishers from exercising their harmless industry. It must excite astonishment, that your Excellency should deprive us of this small comfort."

## [ No. II. ]

THE COMMANDERS IN CHIEF OF THE SEA AND LAND FORCES OF HIS  
BRITANNIC MAJESTY, FORMING THE EXPEDITION BEFORE CADIZ.

*" On board his Britannic Majesty's Ship the  
" Foudroyant, off Cadiz, Oct. 5.*

" We have had the honour of receiving your Excellency's letter of this date, in which you describe to us the deplorable state of this city. We are deeply afflicted at this calamity, though we have good reason to believe that its effects have been much less disastrous.

" We are not ignorant that a great number of his Catholic Majesty's vessels are armed, in order to join the naval forces of the French, and to be employed in prolonging the troubles which afflict all the nations of Europe, disturb public order, and destroy the happiness of individuals. We have received orders from our Sovereign to use every effort to defeat the projects of the common enemy, by endeavouring to take or destroy the ships of war which are in the harbour and arsenal of Cadiz.

" The number of troops intrusted to our command, leaves but little doubt as to the success of the enterprise. We are little disposed to multiply unnecessarily the evils inseparable from war. *Should your Excellency consent to give up to us the vessels armed or arming, in order to act against our King, and to prolong the misfortunes of neighbouring nations, your crews and officers shall be at liberty, and our fleet shall withdraw*; otherwise we must act conformably to the orders which have been given to us, and your Excellency cannot attribute to any other than yourself the additional evils which you fear.

" We have the honour to be, with respect, &c.

" R. ABERCROMBIE.

" KEITH."

" A frigate will remain in the harbour, to wait for the answer of your Excellency, that there may be no delay."

## [ No. III. ]

TO THE COMMANDERS OF HIS BRITANNIC MAJESTY'S SEA AND  
LAND FORCES.

" When I represented to your Excellencies the melancholy condition of this city, with the view of engaging your humanity not to aggravate it by acts of hostility, I could not have supposed that my request would have been regarded as the effect of fear or weakness. Unfortunately I find that your Excellencies have misinterpreted my expressions, since they have led to a proposal as insulting to the person to whom it is addressed, as it is but little honourable to those who have made it. Your Excellency will take this as a sufficient information that you must make more suitable propositions, if you intend that they shall be accepted.

" I have the honour to be, &c.

" *October 6, 1800.*

" THOMAS DE MORLA."

Thus terminated the whole of this business. The fleet and transports, after some little consultation between the English Admirals and Generals commanding the land-forces, weighed anchor and stood out to sea.



To approach near home :—the British fleet under the orders of the Earl of St. Vincent, which has been for so long a space of time successfully occupied in watching the motions and confining the combined armaments of France and Spain to the harbour of Brest, were compelled, on the 13th of October, to put into Torbay. The enemy showed no disposition to avail itself of the temporary absence of its guard; and the greater part of the fleet resumed its original station and system of action. The pursuit of this necessary plan of operations has not, however, been unattended during this inclement season of the year, with circumstances somewhat disastrous. Several ships have received considerable damage during the gales of wind that have taken place during the month. The Marlborough, of 74 guns, a ship so much distinguished in the memorable action on the 1st of June 1794, being then commanded by the Honourable Captain George Berkeley, has been driven on shore and completely wrecked off the coast of France\*. Other ships have very narrowly escaped the same miserable fate; but it is some consolation to reflect that these misfortunes have been inflicted by the hand of Providence and not by that of our enemies†.

Amidst these uncomfortable occurrences, anxiety feels some consolation on finding that on every possible occasion of contest afforded by the enemy, the arms of Britain have been uniformly successful. The capture of the Vengeance, a French ship mounting fifty-two guns, by the Seine frigate, mounting forty two, commanded by Captain David Milne, a ship taken in 1798, from the French themselves, adds another leaf to that laurel crown with which Fame will, to the most remote ages, decorate the memory of British naval heroism. Other successes and captures, though inferior in consequence‡, prove at once the activity as well as the intrepidity which uniformly pervades the character of the British seaman, and renders it so formidable to its enemies.

Among the incidents of the present month, the arrival of the Right Hon. Lord Nelson from the Mediterranean, after witnessing the complete annihilation or capture of that armament, which he so gloriously and successfully gave the death-blow to off the mouth of the Nile, ought not to be passed over in silence. Eager, while life remains, to

\* The Marlborough, while cruising on the 4th instant, in company with the Captain, of 74 guns, Captain Sir R. J. Strachan, struck on a sunken rock near Belleisle, where she hung for several hours; but by great exertions, and throwing several of her guns overboard, was got off, and cleared the reef on which she had struck. She was found, however, to have received so much damage, that it was deemed necessary to cut away the masts, and throw the remainder of the guns overboard, which was done, and the ship brought to anchor; but finding on the following day that the water gained on her considerably, a signal for assistance was made to the Captain, and she immediately ran down and took out the officers and crew, by which time the ship was in a sinking state, and is supposed to have gone down a few hours afterwards. Providentially all the crew were saved. A Lieutenant and nineteen seamen, lately belonging to her, are arrived at Plymouth in the Danish brig Amity, Captain Holsen, from Malaga, which vessel was detained some days since by the Captain. The remainder of the crew are on board the latter.

† The Marlborough was one of the old class of seventy-four's, and built in the year 1767.

‡ See our Plymouth and Portsmouth Reports for an account of the dreadful storm which raged on the 8th and 9th of November, pages 434, &c.

¶ The gallantry of Lieutenant Beaufort of the Phœnix, who, with the boats of that ship, captured a Spanish armed vessel belonging to the King, mounting fourteen guns, must not be forgotten. See Gazette Letters.

extert himself in the service of his country, he delayed not an instant after reaching his native shore, to solicit a re-appointment to actual command. His request, it is almost needless to say, was immediately complied with; and the *San Josef*, of 110 guns, formerly a Spanish first rate, and one of the ships boarded and taken by his Lordship in the action off Cape St. Vincent, is appointed to receive his flag.

It cannot be considered as improper in us to have recorded the circumstance just mentioned, in a professed Register of Naval Events; for though an account of that nature might be thought properly confined only to the occurrences of active service, and the events of encounters, yet a short notice of an appointment apparently so portentive of future consequence, ought, when candidly regarded, not to be censured as either impertinent or misplaced.

The chamber, where  
The good man meets his doom, is privile'd  
Beyond the common walks of life.

YOUNG.

We are favoured by a correspondent with the following short account of some circumstances attending the arrival of this illustrious person \*;—

His Lordship, with the Hon. Sir WILLIAM HAMILTON and Lady, landed at *Yarmouth*, on the 6th of November, after an absence of three years. The instant he stepped on shore, the populace assembled in crowds to greet the gallant Hero of the Nile, and, taking the horses from his carriage, drew him to the Wrestler's Inn amidst bursts of applause. The Mayor and Corporation immediately waited on his Lordship and presented him with the freedom of the town, some time since voted to him for his eminent services.

The infantry in the town paraded before the inn where he lodged, with their regimental band, &c. &c.; firing *feux de joie* of musquetry and ordnance till midnight.

The Corporation in procession, with the respectable officers of the navy, went to church with him, accompanied by Sir William and Lady Hamilton, to join in thanksgiving. An excellent sermon was preached on the occasion by Mr. Turner.

On leaving the town, the corps of cavalry unexpectedly drew up, saluted, and followed the carriage, not only to the town's end, but to the boundary of the county.

All the ships in the harbour had their colours flying, and the reader (who has a heart to rejoice on the successes of merit so transcendent as Lord Nelson's) will of course conclude that the Admiral of the fleet, Dickson, also endeavoured to distinguish himself by salutes, &c. to his superior officer.

On the 8th his Lordship arrived in London, in the travelling carriage of Sir William Hamilton, and alighted at Nerot's hotel, King-street, St. James's. The noble Admiral, who was dressed in full uniform, with three stars on his breast, and two gold medals, was welcomed by repeated huzzas from the crowd, which the illustrious tar returned with a low bow. Lord Nelson looked extremely well, but in person is very thin; so is Sir William Hamilton; but Lady Hamilton looked charmingly, and is a very fine woman. These distinguished personages travelled very easily, only two stages a-day, in their way to town; the

\*As it is a prominent feature of this Work to record all the gallant exploits of our Naval Heroes; we deem it not less our duty to attend to those Honours, which the gratitude of the Country bestows on them; by which means they may be handed down to posterity as examples for future characters to look up to.

carriage stopped at the house of Lord Nelson's father, who they found had left it on Friday morning for town. The first interview between Lady Nelson, the Admiral, and his father, took place in the hall of Nerot's hotel. About ten minutes after their arrival his Grace the Duke of Queensberry paid them a visit, and staid about an hour.

At five o'clock, Lord and Lady Nelson, Sir William and Lady Hamilton, dined together. At half after seven his Lordship went in a chariot to Earl Spencer, and about half an hour after Lady Nelson paid a friendly visit to the Countess Spencer, where with a select party they passed the evening.

The 9th, being Lord Mayor's day, his Lordship was invited to the Civic Feast and joined the cavalcade in its way to Guildhall. When the procession reached the top of Ludgate-hill, the mob took the horses from the carriage of Lord Nelson, and drew him to Guildhall, amidst repeated huzzas. All the way he passed along Cheapside, he was greeted by the ladies from the windows with their handkerchiefs, and the loudest acclamations. At six o'clock the company sat down to a very elegant dinner, which was extremely well conducted. After the usual toasts had been drank, the company were gratified by the presentation to Lord Nelson of a very elegant Sword, voted to his Lordship by the Corporation, after the Battle of Aboukir, which was delivered to him by Mr. Chamberlain Clarke, who addressed his Lordship as follows—

" LORD NELSON,

" In cheerful obedience to an unanimous resolution of the Right Hon. Lord Mayor, Aldermen, and Commons, of the City of London, in Common Council assembled, I present your Lordship with the Thanks of the mob, for the very important victory obtained by a squadron of his Majesty's ships under your command, over a superior French fleet, off the Mouth of the Nile, on the 1st of August, 1798—a victory splendid and decisive—unexampled in Naval History—and reflecting the highest honour on the courage and abilities of your Lordship and your Officers, and the discipline and irresistible bravery of British seamen; and which must be productive of the greatest advantages to this country, and every part of the civilized world, by tending to frustrate the designs of our implacable enemy, and by rousing other nations to unite and resist their unprincipled ambition!

" And, as a further testimony of the high esteem which the Court entertains of your Lordship's public services, and of the eminent advantages which you have rendered your country, I have the honour to present to your Lordship THIS SWORD!

" The consequences of the action I am thus called on to applaud, are, perhaps, UNEQUALLED IN THE HISTORY OF MANKIND! A numerous army, which had triumphed in Europe over brave and veteran troops, commanded by officers of the most established reputation, landed in Egypt, under the command of him who now sways the Gallic Sceptre, with designs of the most ambitious and extensive nature. One of their objects, as acknowledged by themselves, was to annihilate, by degrees, the English East-India trade, and, finally, to get into their possession the whole commerce of Africa and Asia.

" Such were the gigantic views of our implacable foe; and such confidence had they in the fleet which conveyed them, and in the station it took on the coast of the devoted country, that it bade defiance to the whole Navy of Britain. But, at this momentous period, the Almighty directed your Lordship, as his chosen instrument, to check their pride, and crush their force, as a maritime power, during the present contest.

" The circumstances attending this grand display of Providential interposition and British prowess, must interest the feelings of every Englishman. Had a space been chosen to exhibit to the World a struggle for superiority in nautical skill and personal valour, between the two greatest Naval Powers of the Globe, none could have been more happily selected. The three grand divisions of the Ancient World were witnesses; and the shores which had beheld the destruc-

tion of the Persian Navy by the Greeks, and the heroic acts of Scaxotria, now resounded with the echo of British thunder! To your Lordship belongs the praise of having added glory to such a scene! The heroes we applaud would themselves have applauded us! and he who, ages since, led his three hundred against an almost countless host, might, on that proud day, have wished himself a Briton.

"The thanks of your Country, my Lord, attend you; its honours await you; but a higher praise, than even these imply, is yours. In the moment of your unexampled victory, you saved your Country.—In the next moment you did still more—you exemplified that virtue which the heathen world could not emulate; and in the pious "*Non nobis, Domine*" of your modest dispatches, you have enforced a most important truth—that the most independent Conqueror felt, in the most intoxicating point of time, the influence and protection of him, whom our enemies, to their shame and their ruin, had foolishly and impiously defied.

"May that same Power, my Lord, ever protect and reward you! May it long, very long, spare to this Empire so illustrious a teacher, and so potent a champion!"

After which Lord Nelson, amidst the plaudits of the Company, addressed Mr. Chamberlain Clarke in the following short but impressive speech:—

"Sir,  
"It is with the greatest pride and satisfaction I receive from the Honourable Court THIS TESTIMONY of their approbation of my conduct; and with THIS VERY SWORD—(holding it up in his left and remaining hand)—I hope soon to aid in reducing our implacable and inveterate enemy to proper and due limits—without which THIS COUNTRY can neither hope for, nor expect, a solid, honourable, and permanent peace!"

The above sword, which is of admirable workmanship, cost 200 guineas. It is richly ornamented; the handle gold, with blue enamel, studded with diamonds. The crocodile appears as emblematical of the grand event; and the guard is supported with anchors.

Oct. 25. Captain Sir Edward Hamilton, whose brilliant exploit in cutting out the *Hermione*\* (that very day twelvemonth), dined at the Mansion-House, London. The Chamberlain was invited to the entertainment, for the purpose of delivering the Freedom of the City, which was voted to him, in a gold box. After the oath of a freeman had been administered with due solemnity, the Chamberlain, in an appropriate speech, delivered the thanks of the Corporation, for his conduct in an action, which, in the language of Sir Hyde Parker, "must ever rank among the foremost of the gallant actions executed by our Navy this war." Sir Edward expressed his sense and satisfaction of the honour done him in being enrolled as a freeman of the first commercial city in the world; which honour was rendered more valuable to him, because it was conferred during the mayoralty, and presented to him in the hospitable Mansion-house of a Chief Magistrate, whose public services have so justly obtained him the approbation of his fellow-citizens.

### Patrol Courts Martial.

PORTSMOUTH, OCTOBER 27.

THIS day a Court-Martial was held on board his Majesty's ship *Gladiator*, in this Harbour, for the trial of JOHN BROWN, a private marine belonging to his Majesty's ship *Cumberland*, for writing a disrespectful letter reflecting on the conduct of Captain CANNIBER, of the Marines, and Captain GEORGE, and

\* See Official Account, vol. iii. page 319.

on WILLIAM DEAN, and THOMAS TAYLOR, private marines, for abetting and advising the said John Brown in his libellous and seditious conduct, and for endeavouring to propagate the same disrespectful spirit amongst the ship's company.

Admiral HOLLOWAY, President.

M. GREETHAM, Esq. Judge-Advocate.

The charges being proved against the prisoners, Brown was sentenced to receive 100 lashes, and the two others 50 lashes each.

The same day, WILLIAM McWILLADDER, a seaman belonging to his Majesty's ship *Trent*, was tried for having, with two others, not yet taken, run away with the King's boat from alongside the *Perseverance* hulk. The charge not being proved against the prisoner, he was acquitted.

30. JOHN BROWN, a seaman of his Majesty's ship *L'Oiseau*, was tried on board the *Gladiator*, for having left his duty when on shore, and absented himself from the ship without leave; and, being found guilty, was sentenced to forfeit three months pay for his services on board the said ship, and to be reprimanded and admonished to be careful of his conduct in future.

THOMAS POWELL, a corporal of marines, and JOHN HENSBERT, a private marine, belonging to his Majesty's ship *Jute*, were at the same time tried for having deserted from the said ship while on shore on duty at the dock-yard, and found guilty, but in consideration of their good characters, the Court sentenced the former to be reduced to a private marine and receive fifty lashes, and the latter to receive fifty lashes.

Nov. 14. A Court-Martial was held on board the *Gladiator*, in this harbour, for the trial of WILLIAM ELLIS, who was taken as one of the crew on board *L'Eole* French privateer, at her capture on the 27th of June last, by his Majesty's ship *Dryad*, and sent to Spithead in the *Serpent* sloop, and who ran off out to be a subject of this country, and had deserted from the *Fame* prison ship in the month of December, 1798.

The Court being of opinion that the charges had been proved against the prisoner, did therefore adjudge him to suffer *Death*, by being hanged on board such of his Majesty's ships at Spithead as the Lords Commissioners of the Admiralty should direct.

On the morning of the 17th the above unhappy man was executed on board the *Puisant*, at Spithead, pursuant to his sentence.

22. A Court-Martial was held on board the *Gladiator*, in this harbour, for the trial of ANDREW DRYDEN, belonging to the *Santa Margarita*, for desertion.—The charge being proved, he was sentenced to receive fifty lashes, and forfeit all his pay.

SHERBORN, OCTOBER 24.

This day a Court-Martial was held on board his Majesty's ship *Shannon*, in this harbour, to try Lieutenant JAMES RYDER, of his Majesty's ship *Zealand*, for absenting himself from the ship without leave, when the charge being proved, he was rendered incapable of serving in the naval service of his Majesty, his heirs and successors, for ever; but the Court recommended him to the consideration of the Lords Commissioners of the Admiralty.

The same day another Court-Martial was held on board the same ship, to try ALEXANDER BROWN, a seaman belonging to his Majesty's ship *Solebay*, for desertion, and for running away with a prize belonging to that ship; but the charges not being proved, he was acquitted.

Nov. 20. A Court-Martial was held on board the *Shannon*, in this harbour, to try Mr. SAMUEL FORTER, Carpenter of his Majesty's ship *Madras*, for drunkenness; when the charge being proved, he was rendered incapable of ever serving again as an officer in his Majesty's Navy.

Same day another Court-Martial was held on RICHARD HALL, a seaman belonging to his Majesty's ship *Zealand*, for desertion, when the charge being proved, the Court, in consideration of the good character given him by his officers, only adjudged him to receive 200 lashes.

# PLYMOUTH REPORT,

FROM OCTOBER 22 TO NOVEMBER 20.

22. Arrived the Clyde, of 44 guns, Captain Cunningham, with the Dick Guineaman, outward bound, of 16 guns and 45 men, Captain Grahme, taken by La Grande Decide French privateer, of 18 guns and 160 men, after as desperate an action as ever was fought for seven hours and a half. The Dick did not strike till after every thing was carried away, and she was reduced to a mere wreck. The brave Captain Grahme and eleven of his crew were severely wounded. La Grande Decide had twenty-seven killed and wounded. Fortunately the Clyde, of 44 guns, and Fligard, of 48, hove in sight; the former soon took possession of the Dick and brought her in here. The latter was left in chase of the former and firing at her, and it was hoped she would not escape. Captain Cunningham took all care of the wounded men, and entered them as supernumeraries, by which humane conduct they are comfortably lodged in the Royal Naval Hospital, where every care will be taken to complete the cure of their wounds.

23. Wind N. W. Fair. Arrived the Amisthauben, Swede, from Bayonne, detained by the Nile, of 14 guns, Lieutenant Argles. Sailed the Suwarrow, of 14 guns, Lieutenant Nicholson, with dispatches for the Channel Fleet. Sailed the Havick, of 18 guns, Captain Bartholomew, for Guernsey and Jersey. And Savage, of 18 guns, with a convoy for the Downs.

24. Wind E. N. E. Fair.

25. Wind S. W. Blows hard. Arrived the Alcmena, of 36 guns, Captain Digby. The Revolutionaire, of 44 guns, Captain Twysden; and Sirius, of 36, Captain King; from off Ushant; last from the squadron off the Black Rocks. Being the anniversary of his Majesty's accession to the Throne was observed accordingly.

26. Wind S. W. Cloudy. Sailed the Neptune, of 98 guns, Captain Vaahon; Temeraire, 98, Rear-Admiral Whitshed; and Centaur, 74, Captain Markham, to join the Channel Fleet. Arrived two brigs with wheat, part of six sail cut out in a very gallant style from a bay near Camaret Point, by the boats of the Modeste, of 74 guns, Captain Knight. They were laden with stores for the Fleet. Letters from the squadron off the Black Rocks state, that they are plentifully supplied with fresh beef from a neighbouring island. They pay in ready money on the average about three guineas a bullock; from two to three hundred weight each. Arrived the Joseph cutter, with dispatches from Earl St. Vincent. It appears that the last time the combined fleets were reconnoitred, there appeared forty sail of the line and fifteen frigates with topsail-yards across.

27. Wind S. W. Cloudy. Letters from the flying squadron off the Black Rocks, dated the 23d, state, that on that day the ships composing it were the Cesar, of 84 guns, Com. Sir J. Saumarez, Bart.; Compe, 84, Captain Stirling; Canada, 74, Hon. De Courcy; Defence, 74, Captain Lord H. Paulett; Edgar, 74, Captain Buller; Warrior, 74, Captain Tyler; Defiance, 74, Capt. Blivens; and Minerva cutter; the weather then off Deuarnes Bay was very fine.

28. Wind W. S. W. Cloudy. Passed up for Torbay, the Channel Fleet, under the Right Hon. Earl St. Vincent. Arrived from off the Sound from the frigate the Windsor Castle, of 98 guns, Captain Oughton; she is to have the flag of Vice-Admiral Mitchell; and Magnificent, 74, Captain Bowater. Came in La Belle Françoise, schooner, in ballast, cut out near L'Orient by his Majesty's ship Excellent, of 74 guns, Hon. Captain Stopford.

Since which we have announced the death of the gallant commander. *Vide Obituary.*

29. Wind S. E. Blows hard. Sailed to join the fleet in Torbay, the *Atlas* of 98 guns, Captain Jones. Arrived with wine for the French fleet, a brig, cut out of a bay near Brest, by the boats of the *Magnificent*, of 74 guns, some time since. Sailed the *Sirius*, of 36 guns, on a cruise to the westward. Arrived from the Channel Fleet the *Russell*, of 74 guns, Captain Sawyer. The fleet had very blowing weather their last cruise.

30. Wind S. E. Cloudy. Letters from the expedition off Cadiz, dated the 9th instant, state, that the men of war had borne away for Gibraltar and the Bay of Tetuan. Went into the Sound La *Victorieuse*, of 18 guns, Captain Richards. Sailed for Torbay, with fifteen tons of vegetables for the fleet, and beer, several gun-vessels.

31. Wind W. N. W. Cloudy. Went down the Grand Fleet for the station off Brest. The vessels which sailed yesterday with stock, fell in with the fleet off the Start, and shipped on board all their fresh stock and beer; Earl St. Vincent has hoisted his flag on board the *Bellona*, of 74 guns, having taken a house at Torbay for the winter; Admiral Sir H. Parker, Bart. will have the command *pro tempore*. Vice-Admiral Mitchell goes out this cruise. Arrived the *Fanny*, of 14 guns, Lieutenant Friessell, with a convoy from Milford.

Nov. 1. Wind S. W. Rain. Arrived a fine French frigate *La Veuve*, of 32 guns, and 300 men, from Bourdeaux to Senegal, with dispatches and a valuable cargo; on account of the French Republic, taken by the *Esigard*, of 48 guns, Captain Martin, after a long chase, and the *Indefatigable*, of 44 guns, Hon. Captain Curzon. She threw her dispatches overboard. *La Veuve* fired one broadside before she struck. Arrived in the afternoon the *Esigard*, of 48 guns, after a long and successful cruise off the coast of Spain of thirteen weeks.

2. Wind S. W. Blows an hurricane with heavy rain. Last night it blew a very heavy gale of wind at S. W. with a heavy pitching sea in the Sound; the men of war rode out the storm in safety in the Sound, Cawsand Bay, and Hamoaze, till it abated, and the wind shifted to the west and moderated. Arrived the Admiral Mitchell, of 14 guns, from the squadron off the Black Rocks, with dispatches for Admiral Earl St. Vincent. The squadron was all well and rode out the late gales of wind in Deuarnes Bay in perfect safety.

3. Wind S. W. Blows hard. Arrived a beautiful ship corvette, of 20 guns, (16 mounted), and 160 men, called *La Diable a Quatre*, captured after a very long chase by the *Thames*, of 32 guns, Captain Lukin. She was only two days from Bourdeaux, and eighteen months old, well found in all kind of stores for a cruise of three months: She had not made any captures. The *L'Immortalité*, of 44 guns, Captain Hotham, was in sight at the capture. The *L'Immortalité* ran a famous French privateer, of 18 guns, called *Las Trons Diables*, on the coast of France, where she was totally destroyed. Our frigate grounded also, but got off without damage in the morning. By *La Diable a Quatre* it is learnt that *La Bellone*, of 36 guns, and 300 men, is at Passage in Spain refitting for a cruise, and *La Braave* of the same force, was cruising off the coast of Spain.

4. Wind W. S. W. Cloudy. Arrived a deep laden brig with rosin, pitch, &c.; and a sloop with 300 sacks of flour, part of a convoy of six sail (third convoy,) cut out by the boats of the *Excellent*, of 74 guns; and *Montague*, 74, in a bay near Brest. In trying to turn up Catwater they missed ways, and not answering the helm, it blowing hard, they sailed ashore on the Cobler's ledge and bilged; it is feared they will be both lost. A third brig with flour, is just gone up Catwater, part of the same convoy. Having lost her main-mast and her bowsprit in a gale of wind. Five P. M. just arrived a fine French schooner, called *L'Unique*, of six guns, and eighty men, with a very valuable cargo of coffee, elephants teeth, cocoa, &c. &c. from Guadaloupe to Bourdeaux. She sails like the wind, and was captured the 31st of October within thirty-six hours sail of Bourdeaux, by the *Thames*, of 32 guns. *L'Immortalité*, 44, in sight at the capture.

5. Wind W. S. Rain. Mr. Whitford, Coroner for Devon, took an inquisition on the bodies of three seamen who were killed on board *La Nymphe*,

of 36 guns, Captain Fraser, while in Barnpool; The accident was owing to an hawser slipping, by which means the main-top-mast fell with a jerk through the main-cap and jammed two seamen to death, the sudden shock threw the third seaman on the quarter-deck with such force, that the body rebounded several feet high, and fell breathless on the deck. Verdict by the jury (taking all the circumstances of this unfortunate accident into their consideration,) accidental death.

6. Wind S. W. Fair but blows hard. Came in the Busy cutter, Captain Frazer, with a large seizure of spirits, taken from a raft found off the Deadman. Passed up the Channel Fleet, for Torbay, being driven off their station by the violence of the gales at S. W. Also a fleet from the Straits under the convoy of the Persens frigate, they parted with La Guillaume Tell, of 86 guns, in a gale of wind off Cape Finisterre.

7. Wind S. W. Blows hard. Rain. Mr. Whitford took an inquisition on the body of a seaman, washed ashore at Yealm; it appeared from the best evidence that could be produced, that he was the boatswain's mate of the Clyde, of 44 guns, Captain Cunningham, washed overboard two months since from the sprit-sail yard, whilst trying to take in the sprit-sail, which snapped and knocked him overboard. Verdict *accidental death*. Arrived La Pompee, 84, from off the coast of France. In the gale of wind on the ad instant she was ~~hull on~~ her beam ends between Conquest and Ussant, but being a stiff ship she soon righted and bore away for Cawsand Bay to refit. Also the Magnificent, of 78 guns, having carried away her fore-top-sail-yard and fore-top-sail, in a gale of wind. Orders came down this day for the troop ships to sail the first fair wind.

8. Wind S. W. Blows a gale. Arrived from Torbay the Warrior, of 74 Captain Tyler, to refit. She left there thirty-one sail of the line ready for sea. Mr. Whitford, Coroner, took an inquisition on the body of a seaman washed on shore on the coast near Revelstock. Verdict *accidental death*. His body was most curiously tattooed with figures of Romish priests, &c. and his arms with crucifixes. This forenoon La Victoireuse, of 18 guns, Captain Richards, in a heavy sea, parted one of her cables in the Sound, but by the attention of the people of the dock yard, who brought down fresh anchors and cables, and the exertions of the officers and crew, they secured her at one P. M. in safety.

9. Wind W. S. Blows an hurricane with rain. The gale of last night and this morning was awfully grand, accompanied by a heavy rolling sea; the most tremendous this season. It blew with incredible fury till seven A. M. when in a moment the wind shifted from S. and S. W. directly to N. W. by which means the shipping in Catwater broke adrift by the cross cut of the sea and wind, which laid them athwart-hawse; all of them came to in safety, except the John, of Boston, an American ship from the Straits with wines, &c. for the navy. She parted both cables and went on shore on the rocks of Deadman's Bay, Catwater; they cut away her mizen-mast, and she now lies bilged, five A. M. with a hole in her bottom. Providentially the crew were saved, but had the accident happened in the night, every soul must have perished. The Renown, of 74 guns, Rear-Admiral Sir J. Warren, lying in Barnpool, by the sudden shift of wind, drifted near the Bridge-Rocks off St. Nicholas Island, between the Island and Mount Edgemumbe; by getting out her best bower, and a warp a-head to the buoy, she got into her former station at four P. M. Arrived the Montague, of 74 guns, Captain Knight, from the Black Rocks; and the Edgar, 74, Captain Buller, from the coast of France.

10. Wind S. E. Hard rain. Arrived in ten days only from Gibraltar, with dispatches from Admiral Lord Keith, and General Sir R. Abercrombie, Bart. the Admiral Pasley, of 14 guns, Lieutenant Nevins, which being fumigated, were landed and forwarded express to town. The Right Hon. Earl Cavan came home passenger. She left Tetuan Bay the 20th ult. and Gibraltar Bay the 31st. The fleet and transports were all well at that period, having experienced a violent gale of wind on the 16th ult. by which some anchors were lost, and top-masts carried away, but they rode out the gale better than could



have been expected. The Admiral Pasley, extraordinary to relate, was only twenty six days absent from this port to her return. She sailed the 15th of October for Lisbon, Gibraltar, and Tetsan Bay, and returned with answers to the Government dispatches this forenoon.

11. Wind W. S. W. Hard rain. The tide yesterday rose near the Pier Head three feet, and as suddenly receded. At Monwelham Quay on the river Tamar, the river rose six feet, and meeting the freshets from the mountains, entered the cellars of Gill and Rundle, and washed away near 500l. worth of salt into the river. It lifted on New Quay a sloop of ninety tons, when the tide as suddenly fell back and left her quite dry. The same sudden rising and recession of the tides at this port and its vicinity preceded the dreadful earthquake at Lisbon in 1755; and the earthquake at Quito in South America in 1780. Arrived the *Megara*, of 16 guns, Captain Hill, from Torbay. She was blown on Sunday by the violence of the wind at N. W. off Portland, and with difficulty bore away for Plymouth Sound. Also from the coast of France, the *Centaur*, of 74 guns, Captain Markham, having sprung her main-mast; and the *Defense*, 74, Captain Lord H. Paulett, having sprung her bowsprit in a gale of wind. The *Centaur* spoke the *Perseus*, of 32 guns, Captain Compton, with the Straits fleet all well, off the Lizard, on Monday last. Arrived the *Santa Margarita*, of 36 guns, Captain Parker, having convoyed out the *East Indiamen* the 4th of last September.

12. Wind W. S. W. Cloudy. Arrived a brig from Jersey. The account she brings of the effects of the late hurricane on that coast are dreadful; *La Loire*, of 48 guns, Captain Newman, parted all her cables and anchors; at high tide she passed over a ledge of rocks, the night being pitchy dark, and got safe to Spithead, after they had given themselves up. The *Havick*, of 18 guns, Captain Bartholomew; the *Pelican*, 18, Captain Thicknesse; the *Lion*, 14, Lieutenant Tatham; and a Guernsey privateer, were all driven from their anchors on shore on the rocks, where they lie bilged. The officers and crews with difficulty saved their lives. The tide rose several feet in the height of the gale. The *Redbridge*, a schooner, Lieutenant Lempriere, drove to sea and was supposed to have foundered, (since arrived at Spithead with the loss of all her guns.) The *Telegraph*, of 18 guns, Lieutenant Corcellis, brought up with her best bower anchor, and was saved by cutting away her main-mast. Arrived the *Providence*, John, Smuggling lugger, of Palperro, with 970 ankers of brandy, and three tons of tobacco, sent in by L'Oiscan, of 36 guns, Captain Linsee, (since restored, being taken out of the limits.)

13. Wind S. W. Rain. Accounts brought by one of the cruisers, state that a large smuggling lugger in attempting to weather Ram Head in the late storm, got embayed in Whitsund Bay, and went down, and every soul perished. Came in from the westward in great distress, the *Speedy*, Salter, of London, from Faro, with fruit. Spoke the Straits fleet, homeward bound all well, the 1st instant, off Cape Finisterre. Letters from Torbay state that in the late gale the *Ramilies*, of 74 guns, Captain Grundall, after parting her cables, was driven out to sea, without a rag of sail set, but the wind shifting she put back again without damage.

14. This day spare anchors, cables, cordage, sails, and other stores, were shipped on board the *Dido*, *Resource*, and *Modeste*, troop-ships, lying in the Sound, for the men of war and transports at Gibraltar. Arrived, after a short passage, from Malaga, in only twenty-two days, the *Neptunus*, a Swedish schooner, with a very valuable cargo of fruit, (the first for the season.) She left Malaga in a very healthy state, and no appearance of the plague there. This day prattique arrived from London for the Admiral Pasley, of 14 guns, Lieutenant Nevin, when Earl Cavan and suite landed and set off for town. To quiet the minds of those concerned for their friends in the expedition, Lieutenant Nevin has requested the writer of this article to assure all his friends, that the representation of the disastrous state of the fleet and transports in some prints, after the gale of the 16th ult. was unfounded to the degree mentioned. A few anchors, cables, &c. had been lost, but the vessels of all descriptions were in as

good order as could be expected after so violent a gale of wind, and the troops in high health and spirits. The provisions were rather short, on account of the want of communication with the Barbary shore. Lieutenant N. left Tetuan Bay the 29th ult. received his dispatches from Lord Keith the 3<sup>d</sup> inst, and arrived here the 10th inst.

15. Wind W. Showery. Went into Catwater, the *Fanny*, 14 guns, Lieutenant Frissell. Orders came down for the *Santa Margarita*, 36 guns, Captain Parker, to proceed to Spithead. This afternoon the American ship *John*, with wines for Government, which was shipwrecked on the rocks of Deadman's Bay, was floated off by casks, and warped into Sutton Pool, through the sluice of the Pier heads. Her cargo will mostly be saved.

16. Wind W. N. W. Cloudy, Blows Hard. Came in *L'Immortalite*, 44 guns, Captain Hotham, in damage, and the *Indefatigable*, 44, Hon. Captain Curzon. The latter parted her cables and anchors in a gale of wind on the Coast of France. She is gone between the Island and Main to refit.

17. Wind W. N. W. Fair. Arrived the *Amity* Danish brig, from Malaga, detained by the Captain, 74 guns, Captain Sir R. Strachan. She brought Lieutenant Williams and twenty men of his Majesty's late ship *Marlborough*, 74 guns, Captain Sotheby, shipwrecked on a ledge of rocks near Isle Grobasy in a violent gale of wind, on the night of the 4th inst. Dreadful was their situation for several hours, in a perfect hurricane, the sea making a clear breach over her. But by throwing her guns overboard, and clearing the wreck, she lightened a little, yet still stuck fast in a kind of cove on some sharp rocks. In the morning, the boats of the Captain, the weather having moderated, pushed through the surf with great perseverance and gallantry, and, fortunate to relate, brought off safe to her all the Officers and crew; Lieutenant W. and twenty men were put on board the *Dane*, and suffered extreme hardships for eleven days previous to their arrival here. The *Marlborough* went to pieces soon after she left her. On the arrival of the *Amity*, Mr. P. Symons, merchant and broker, waited on Admiral Sir T. Pasley, who directed Captain Wickes to send off two gun-boats to relieve them from their unpleasant situation, having been on board the *Dane* twelve days on the deck, in shocking weather, and not able to take off their clothes. Fresh provisions were also sent to them; and they are now performing quarantine till they receive pratique.

18. Wind N. N. W. Fair, and a Summer's Day. Sailed on a cruise, the *Fanny*, 14 guns, Lieutenant Frissell. Passed by the Channel fleet to the westward, thirty-two sail of the line. Went up the Harbour to refit, the *Edgar*, 74 guns, Captain Buller. Arrived from Lorbay, the *Glory*, 58 guns, Captain Wells, to refit. She went up Hamoaze directly.

19. Wind N. N. E. Fair. Sailed on a cruise, the *Spitfire*, 24 guns, Captain Keen. Also for Jersey, the *Ambuscade*, 44 guns, Captain Hotham, to take in the stores saved from the wrecks of the *Havick* and *Volcan*, lost on that coast. Also for Spithead, the *Santa Margarita*, 44 guns, Captain G. Parker, to be docked. Arrived from a cruise, *La Renard*, 20 guns, Captain Spicer. Sailed to join the Channel fleet, the *Excellent*, 74 guns, Captain Sempford, and the *Russell*, 74 guns, Captain Sawyer.

20. Wind N. N. E. Fair. The *San Josef*, 112 guns, is to go out of dock the next spring tide. She is to be fitted for the flag of Rear-Admiral Lord Nelson; the crew of the *Namur*, 98 guns, now in Hamoaze, is to be turned over to her. Captain Lake, of the *Namur*, will succeed Captain Monckton in the *Mars*, 74 guns. Sailed to join the fleet, the *Magnificent*, 74 guns, Captain Bowater; the *Pompee*, 84, Captain Vashon; and *Montezum*, 74, Captain Knight. Went into Dock last night, to be overhauled, the *Admiral Passey*, 14 guns, Lieutenant Nevill. She is fitting again for the Straits to carry dispatches to Lord Keith and General Sir Ralph Abercrombie.

## PORTSMOUTH REPORT.

FROM OCTOBER 27 TO NOVEMBER 23.

*Oct.* 27. Arrived his Majesty's ship Rambler, of 14 guns, Captain Schomberg, with four transports, containing Dutch troops under convoy from Jersey.

28. Arrived his Majesty's ship Royal George, of 110 guns, Captain Otway, from the Channel fleet; Theseus, Captain Stiles, from the Mediterranean; and the Harpy, of 16 guns, Captain Birchall, from a cruise.

29. Sailed the Cambrian, of 40 guns, Hon. Captain Legge; St. Fiorenzo, of 40 guns, Captain Patterson; Active, of 38 guns, Captain Gifford; and Harpy, of 32 guns, Captain Birchall, on a cruise; and the Terrible, of 74 guns, Captain Wolesley, to join the Channel fleet. Also the Earl Spencer, Lieutenant Rye, and Earl St. Vincent, Lieutenant Lackey, for the coast of France.

30. Arrived the Asia, of 64 guns, Captain Murray, from Halifax. She sailed with the following transports under convoy five weeks since, viz. Mary Ann, with the 24th regiment on board; Duchess of Rutland, with the 26th regiment; Diamond, with the Duke of Kent's horses and effects; Leighton, Laurel, and Duke of Kent: the two former arrived here, and the latter are gone for the Downs.

31. Arrived the Fairy, of 16 guns, Captain Warren, from Jersey, with the loss of three anchors; the Hussar, of 38 guns, Captain Lord Garlies, with a convoy of West India ships from Ireland; and Grand Falconer cutter, Lieutenant Chilcott, from Marcou. Also the Constitution cutter, Lieut. W. H. Faulknor, from a cruise.

*Nov.* 1. Arrived the Guillaume Tell, of 86 guns, Captain Elphinstone, from the Mediterranean. She was immediately put under quarantine.

2. Arrived the Wolverine, of 16 guns, Captain Wight, from a cruise. Sailed the Bittern, of 16 guns, Captain Kittoc, with a convoy for the Downs.

3. Arrived the Argo, of 44 guns, Captain Bowen. She has captured and brought in with her, the Spanish letter of marque St. Fernando, of 18 guns (pierced for 22), laden with silks, from St. Andero, bound to Vera Cruz. Her cargo is very valuable, and will prove a good prize to the captors. Also the Serpent, of 16 guns, Captain Roberts, from a cruise.

4. Sailed the Endymion, of 44 guns, Captain Sir Thomas Williams, on a cruise. She was forced to return, owing to strong gales at W. S. W.

6. Arrived La Loire, of 44 guns, Captain Newman, from Jersey, with the loss of her anchors and cables. Sailed the Plover, of 16 guns, Captain Galwey, for the Downs.

8. Arrived the Anson, of 44 guns, Captain Durham, and Constitution, of 14 guns, Lieutenant Faulknor, from a cruise.

9. Arrived the Active, of 38 guns, Captain Giffard, from a cruise.

10. Arrived the Harpy, of 18 guns, Captain Birchall, from a cruise; and Redbridge schooner, Lieutenant Lempricre, from Jersey, with the loss of all her guns, which she threw overboard in a heavy gale of wind, and otherwise much damaged. Also the Perseus, of 20 guns, Captain Compton, from Gibraltar. She sailed from thence with a fleet of merchantmen under convoy, but parted with them in a gale of wind.

11. Arrived the Earl Spencer cutter, Lieutenant Rye, from a cruise, and the Seaflower brig, Lieutenant Murray, from Guernsey.

12. Came into harbour the Hussar, of 38 guns, Captain Lord Garlies; Bourdelain, of 32 guns, Captain Manby; Redbridge schooner, Lieutenant Lempricre; and Requin brig, Lieutenant Fowell, to repair the damages they sustained in the gale of wind on Sunday last.

13. Sailed the Royal George, of 100 guns, Admiral Sir Hyde Parker, Captain Otway; Phæbe, of 36 guns, Admiral Sir Alan Gardner, Captain Barlow,

to *St. Helen's*; and *Theseus*, of 74 guns, Captain Stiles, for *Chatham*, to be paid off.

15. Sailed the *Earl St. Vincent* cutter, Lieutenant Lackey, on a cruise.

17. Arrived his Majesty's ship *Agincourt*, of 64 guns, Admiral Pole, from Newfoundland, with only two ships out of fourteen merchant ships that sailed under her convoy; the rest parted from her in a gale of wind. Also the *Castor*, Captain Gower, from Jersey, and *Santa Margarita*, Captain Parker, from conveying the outward-bound East Indiamen. She captured on her voyage, and sent into Cork, the ship *Coote*, from Bourdeaux, laden with wine and brandy. Sailed the *Royal George*, of 110 guns, Admiral Sir Hyde Parker, to join the Channel fleet; *Phœbe*, of 36 guns, Captain Barlow, with Admiral Gardner on board, for Ireland; and *Anson*, Captain Durham, on a cruise.

19. Sailed the *Braakel*, Captain Clarke, for Ireland; *Active*, Captain Gylfard; and *Constance* brig, Lieutenant Wright, for Jersey.

20. Arrived the *Atalante*, Captain Griffiths, with near two hundred sail of outward-bound merchant ships under her convoy, from the Downs.

21. Sailed the *Juste*, of 84 guns, Sir Henry Trollope, and *Cumberland*, of 74 guns, Captain Greaves, to join the Channel fleet; *La Pique*, Captain Young, *Sea Horse*, Captain Foote, and *Maidstone*, Captain Donnelly, with a large convoy for Lisbon, Oporto, and the Mediterranean.

22. Arrived the *Anson*, Captain Durham, from a cruise off Havre; and *Rose* cutter, Lieutenant Richardson, from Marcou. She fell in yesterday with a French privateer, of ten guns, off Lungeness, which she engaged for two hours. The privateer afterwards made off; and the *Rose*, from her shattered condition, was unable to pursue her.

23. Sailed the *Constitution*, Lieutenant Faulknor, on a cruise; and *Earl Spencer* cutter, Lieutenant Rye, in quest of a privateer off the back of the Isle of Wight.

## WEST-INDIA REPORT.

### CAPTURE OF THE DUTCH ISLAND OF CURACOA.

ON the 7th instant arrived the *Grantham* packet, from *Jamaica*; and, among other interesting intelligence, brought an account of the Dutch Island of *Curacoa*, in the West Indies, which was lately taken possession of by the French, having fallen into the hands of the English. We are enabled to state some of the particulars of this capture, in the following extract of a letter from Lieutenant Paul to his father, from on board *La Nereide* frigate, Captain Watkins, of 36 guns:—

"We last night cut out a schooner from *Curacoa* Bay, and this morning we sailed into the Bay, and found the French and the Dutch firing upon one another. Captain Watkins called a Council, and it was determined to attack both parties, which we did with great success. The Dutch soon offered to surrender up the whole island, provided we would protect them against the French, which we agreed to; and the whole of the treasure, dollars, plate, &c. belonging to the settlement, is now on board *La Nereide*; and the union flag is flying on all the forts.

"I was dispatched with this intelligence to Admiral Lord Hugh Seymour, commanding on this station, who immediately ordered three frigates to our support.

"I am now keeping guard over the famous French Black Captain, *VICTOR HUGUES*, who has done so much mischief to our country this war, and who has been so long Commander in *Guadaloupe*: he was taken on his passage to assume the Government of *Curacoa*; which Island he imagined, by the time of his arrival, would have been in quiet possession of the French."

This is the only instance, perhaps, of the surrender of a whole island to a single frigate. *Curacoa* was the only settlement belonging to the Dutch in the

West Indies ; it is situated to the north of *Terra Firma* ; is about thirty miles in length, and fourteen in breadth, with a good harbour and port, which may be rendered of considerable importance to us in the protection of our merchantmen from the depredations of the enemy's privateers. It is thought capable of great improvements, being little more in the hands of the Dutch than a rendezvous for smugglers.

#### CAPTURE OF LA VENGEANCE.

THE following particulars of the action between *La Seine* and *La Vengeance* may be depended on for their correctness :

“ *Montego Bay, Sept 6.*

“ On the morning of the 20th of August, a strange sail was observed from the *Seine*, standing to the northward, on the starboard tack, through the *Mona Passage*, to which she immediately gave chase : it was sun-set before they got sufficiently near to make her out plainly, when they perceived her to be a large frigate. About midnight the *Seine* brought the chase to action, but not so close as Captain Milne wished ; the ships suffered considerably in their rigging and sails during this brush ; and, from that circumstance, departed for some time. On the morning of the 21st, the *Seine* brought the chase to close action ; and, after a severe contest for an hour and a half, she struck, and proved to be the *Vengeance* French frigate, commanded by Citizen Pitot, Capitaine de Vaisseau, mounting twenty-eight eighteen-pounders on the main-deck, sixteen twelve-pounders, and eight forty-two pound carronades on her quarter-deck and fore-castle, with brass swivels on her gun-wale.

“ A Mr. George Milne, Second Lieutenant of the *Seine*, and twelve seamen, were killed in the action, and twenty-nine wounded ; among whom is the Lieutenant of Marines. The particulars of the loss on the part of the enemy are not yet ascertained, but it is supposed must be considerable, from the loss of her fore-mast, mizen-mast, and main-top-mast, which all fell on board. Captain Milne speaks in very high terms of the good conduct of his Officers and ship's company.

“ The French frigate, out of a complement of 453, has only brought into port 21 men. On board *La Vengeance* were five or six Generals, and several other Officers of the French army, who assisted wherever their talents could be of use during the engagement. *La Vengeance* had, we understand, near ten feet water in her hold when she came into Port Royal.

“ Captain Pitot has mentioned, that in the action he had with the *Constellation*, she struck three times ; that he saw her in the morning, when his ship was entirely dismasted, and might have been made a prize of ; but that the *Constellation* did not appear anxious to renew the struggle.

“ The Captain of *La Vengeance* is the same Officer who commanded *La Renommée* when taken by his Majesty's ship *Alfred*.

“ Captain David Milne, who brought *La Vengeance* French frigate into Port Royal, on the 27th ult. is the same Gentleman who was Second Lieutenant of *La Blanche*, at the capture of *La Pique*, off Marigalante, 6th January 1795, after a most obstinate action of five hours ; in the middle of which Captain Faulknor was shot through the heart, just as he had lashed *La Pique*'s bowsprit to *La Blanche*'s capstern, with his own hands. The First Lieutenant, Watkins (now Captain of the *Resource*), continued the action three hours longer, when *La Pique* surrendered, and Lieutenant Milne, with ten men, swam on board, and took possession of her ; she had 76 men killed, and 113 wounded, and 30 lost, when her mast went overboard, having had a complement of upwards of 400 men at the commencement ; 26 twelve-pounders, three nine-pounders, four twelve-pound carronades, besides a number of brass swivels ; and was fitted out from Guadeloupe, for the declared purpose of taking *La Blanche*, whose loss was eight killed, including Captain Faulknor, and 21 wounded (two prize-masters and 12 men being absent).

“ On the 6th July, 1798, *La Pique*, commanded by Captain David Milne, came up with *La Seine* French frigate, off the saintes, near Brest, at eleven at

† See Captain Milne's official Letter to the Admiralty.

night, and engaged her until the Jason frigate, Captain Stirling, ran between them: La Seine was drove on shore; and the Jason drifted on between them, in such a position, that La Seine could annoy La Pique, over and through the Jason, whilst La Pique could do very little injury to La Seine. In this situation, at half past two in the morning, La Seine struck: She had 42 guns, 13 and 9 pounders, with carronades, and 610 men, (including soldiers) of which, 170 were killed, and about 100 wounded, many of them mortally. The *Mirmaid* frigate, Captain Newman, who belonged to Commodore Stirling's squadron, came up after the action was over, and then was so fortunate as to get off the Jason; La Pique being bulged, was destroyed; but Captain Milne, with his gallant crew, had the satisfaction to get La Seine afloat, the command of which frigate was soon after given to him; and we rejoice that in her he has added another capital French frigate to our triumphant Navy."

#### LOSS OF THE CHARLES BARING WEST INDIAMAN.

We are favoured by Mr. Thomas Bennett and Mr. Fitzmaurice, Passengers in the *Charles Baring*, Captain Aris, with an authentic narrative of the loss of her. She sailed from Port Royal, Jamaica, on the 6th of September. Nothing material occurred until about the 15th of October, when we found the ship to make a considerable quantity of water, which increased so much, that on the 17th both pumps could scarcely free her. In this situation we continued until the morning of the 20th, when on sounding, we found five feet water in her hold. The Captain immediately ordered the gun-deck to be scuttled, that we might get to the pump-well; that being done, we slung two large casks with tackles, which we found to answer our purpose very well, for by twelve o'clock we had reduced the water to three feet. We kept her from gaining on us until the next morning, the 21st, when the pumps were rendered almost useless, from the quantity of coffee and cocoa which continually got to them. The danger of our situation now increasing, it was thought advisable to heave the guns over-board, which was done about ten o'clock, and also a considerable quantity of wood from the Fore Peak. At about dark the pumps were quite choked, and entirely useless. We now found the leak to gain considerably on us; all hands that could be spared from baling were employed in clearing the fore hatch-way, which by day-light was so far completed, as to enable us to get two more casks to work. At this time the water was up to the orlop-deck beams, and by the most unremitting exertions of the Passengers and crew, was kept from gaining until the night of the 23d, when it came on to blow a heavy gale of wind, which heeled the ship so much, that the greatest part of the water we baled returned back to the hold. The water gaining fast, the people almost tired to death, and the gale increasing, there was now no hopes of saving the ship, our only care was how to save ourselves. About the dawn of day the main-mast went over the side, and it was with much difficulty we could clear it from the ship. The water by this time had reached the gun-deck; we had no time to lose in providing for our safety: the boat was got out, and at eight o'clock, much to Captain Aris's credit, his first object was to have the Ladies put into it, remarking at the same time to all of us, that there could be no possibility of saving them otherwise, and that it was also impossible for the boat to contain the entire. He therefore recommended all hands to make a raft with spars and cotton-bags; but before that could be accomplished, she completely foundered, and every man attempted to swim to the boat, the Captain himself being the last that quitted the ship; and, miserable to tell, twenty-seven of our number perished. We feel it a duty incumbent on us, to acknowledge, that, under Divine Providence, we feel much indebted to Captain Aris for his foresight, ready conduct, and coolness in so perilous a situation.

#### MR. EDITOR,

A most important service to the Naval concerns of this Country has been lately effected by the squadron of advanced ships under the Honourable Admiral Berkeley. Every possible opportunity which could be obtained from the other parts of its duty, was employed in Surveying and sounding the Channel near the French Coast. The result has, most happily, been, that he

has discovered, between Ushant and the small Islands, a Channel that was never known before. It is sufficiently deep to admit Ships of the Line to pass through it, when navigated by such as have a competent knowledge of its different soundings and bearings. And, as this discovery will most materially facilitate the attainment of our object—to keep a perpetual watch over the sailing of the French Fleet, I have the pleasure of informing you, that a Chart of this important passage will shortly be published, engraved from the actual Surveys. And, as they were taken by the most celebrated Officers in his Squadron for Nautical Surveying, they may be expected to prove the greatest National Utility of any thing that has been published for several years relative to Marine Discoveries.

## NAUTICUS.

## FUMIGATING LAMPS.

*Observations on the Importance of the Fumigating Lamps, invented by Sir J. Fitzpatrick, which are, for the first Time, introduced, by Order of the Duke of Portland, on board the Earl Cornwallis Convict Ship.*

WHERE many persons breathe in a confined place, the air is deprived of its oxygen or animating principle. And as this destructive effect is still more increased by flame \*, used to illumine the darkness of places where persons are necessarily confined, these lamps are provided with bevel tubes, to prevent this inconvenience to those prisoners who are on the orlop deck, which is nearly dark, and beneath the surface of the water. And, to prevent the necessity of a number of lights which would thus still more deprive the air of its oxygen or vital principle, Sir Jerome has introduced reflectors into these lamps, by which means, the light is only considerably increased, without the respirable air being diminished. And by well placing the lamp flame over the pan containing oil of vitriol and nitre, a proportion of oxygen is thus produced, sufficient to supply what the air loses by the fore-mentioned spoliation; and corrective, according to Dr. Carmichael, of its malignant principle.

The utility of these lamps must, where light and salubrity of air are so essential as in convict ships, be incalculable. The lamps, it must be observed, are so contrived as to prevent the men from endangering the ship by lighting their pipes clandestinely.

## Promotions and Appointments.

## PRESENTATIONS TO HIS MAJESTY.

**Oct. 30.** Admiral Sir Alan Gardner was presented, and had the honour to kiss their Majesty's hands at the Levee, on being created an Irish Peer.

On his arrival in England, the gallant Admiral Lord Nelson, who appeared in his full naval uniform, decorated with the diamond Aigrette, which he wore in his hat, presented to him for his services by the Court of Naples, with the Medallions of the King and Queen of that Court, and the different Orders with which he has been invested with, as Knight of Jerusalem, the ribband of the Order of the Bath, and the elegant sword presented to him by the City of London.

Captain Esington, by Admiral Mackenzie and Captain Hervey.

Captain Wallis, late of the Brunswick, on his arrival from Jamaica, by the Right Hon. Thomas Grenville.

**Nov. 19.** His Excellency Hodge Ibrahim Candiot, Admiral of Algiers, Ambassador and Minister Plenipotentiary to the Dey, was presented to his Majesty, who had his first audience to deliver his credentials.

**Nov. 4.** The King was pleased to grant the dignity of a Baronet of the Kingdom of Great Britain to Robert Kingsmill, Esq. Admiral of the Blue Squadron.

\* A flame of a lamp or candle inclosed in a hogthead, will first lose its splendour, and afterwards be totally extinguished.

Captain Hardy, late of the *Vanguard*, is appointed Lord Nelson's Captain. His pendant is flying on board the *Namur*, of 98 guns, at Plymouth, until the *San Josef* is ready for his Lordship's flag, when the *Namur* will be paid off, and her men turned over to the *San Josef*.

Captain John Phillips is appointed to the command of the *Helder*, of 28 guns, preparing for sea at Deptford.

Captain John Russel to the command of his Majesty's brig, the *Gier*, of 18 guns, fitting out at Sheerness.

Captain Domett, to the command of the *Belleisle*, of 74 guns (late *Le Formidable*) taken from the French off L'Orient, by Lord Bridport in the year 1795.

Captain J. C. White to the command of the *Renown*, of 74 guns, the flagship of Sir John Borlase Warren, in the room of Captain Eyles.

Captain William Browne, late of the *Vanguard*, is appointed and has taken the command of the *Robust*, of 74 guns, vice Captain Countess.

Captain Irwin is appointed to the *Barfleur* of 98 guns.

Lord Hugh Seymour has appointed Lieutenant Colin Mackenzie, of the *Sans Pareil*, to La Seine frigate, vice Lieutenant Milne, killed in action.

Captain Mudge, of the *Fly* sloop, is promoted to a Post Captain; and Captain Duval, who brought the overland dispatches from Lord Nelson, is appointed to the *Fly*.

G. Ormsby, Esq. is appointed to the command of his Majesty's schooner *Scout*, of 18 guns, fitting at Plymouth.

Edward Kindall, Esq. late First Lieutenant of the *Royal Sovereign*, is promoted to the rank of Commander.

Lieutenant Strachey, late of the *Resource*, is appointed First of the *Helder*, fitting for sea at Deptford. She is a fine ship of her class, and built much after the English model.

Mr. Thomas Hoskins, Master of the *Syren*, is removed to the *Trent*; and Mr. Hodgson, late of the *Fairy*, is appointed to succeed him.

S. Pryme, Esq. is appointed Purser of his Majesty's ship *Renown*, of 74 guns.

H. Somerville, Esq. is appointed Purser of his Majesty's ship *Canada*, of 74 guns.

R. Park, Esq. is appointed Purser of his Majesty's ship *Canopus* of 74 guns.

Mr. Chapman, Purser of the *Snake*, is appointed to the *Leda*, of 38 guns.

William Dawes, Esq. an officer in the Marine service, is appointed Governor of Sierra Leone, with a very liberal salary.

The Lords of the Admiralty have been pleased to appoint the sons of Captains Miller, Patten, and Wymes, Lieutenants of the Marine Forces; in which corps their respective fathers have served many years, with honour to themselves and service to their country.

In consequence of the death of George Marsh, Esq. one of the Commissioners of the Navy, the following arrangement will take place:—Commissioner Hartwell, from Chatham, to the Navy Board; ——— Duncan, from Halifax to Chatham; ——— Inglefield, from Gibraltar to Halifax; and Captain Coates, who is Agent for Prisoners of War, now in France, is promoted to a Commissioner, and appointed to Gibraltar.

The statement, which, in our last, mentioned the appointment of Captain Lewis, of the *Snake*, to the command of the *Leda*, a new 38, fitting out at Chatham, was not quite correct, that ship having been given to Captain G. Hope, who resigns the *Prince of Orange*, of 74 guns, to obtain her.



## MARRIAGES.

Lately, the gallant Robert Hope, Esq. Purser of his Majesty's ship *Palisade*, aged fourscore, to the lovely and amiable Miss Fanny Paul, of Portsmouth, aged 13!

## EPIGRAM ON THE ABOVE.

Said an ancient Apostle,  
Of Faith, Hope, and Love,  
The latter by far  
Must all ages approve.

But one Angel (Miss Paul)  
Acted quite the reverse;  
For *old Hope* above all  
She preferr'd—with his *purse*!

Captain Anderson, to Miss Eggleston of Kilham.

At Greenwich, Lieutenant Alexander Robert Kerr to Miss Raison.

At St. John's Church, Westminster, by the Rev. Dr. Vincent, Subalmoner to his Majesty, Lieutenant John Hotchkiss, to Miss Pearce, daughter of the late Richard Pearce, Esq. of Westminster.

James Lucas, Esq. Lieutenant of his Majesty's ship *Ardent*, to Miss S. Langham, youngest daughter of Mr. Langham, of Cockfield, Suffolk.

The 1st instant, at Doncaster, by the Rev John Eyre, Captain George Eyre, to Miss Georgiana Cooke, daughter of Sir George Cooke, Bart. of Wheatly, in the country of York.

The 15th ult. at Minorca, Lieutenant Francis Hastings, to Leonora St. Croix, only daughter and heiress of Don Emanuel St. Croix, of that island.

## OBITUARY.

Lately in Holland, Admiral Dedel, many years in the service of the Dutch Marine.

At Gibraltar, Francis Adams, ship-builder. He is greatly lamented by his relatives and a numerous acquaintance. Lord Keith has appointed the carpenter of the Kent to do the duty.

At his house, at Blackheath, near London, in the 78th year of his age, George Marsh, Esq. one of the Commissioners of his Majesty's Navy.

On the 17th ult. at Greenwich, Mrs. Brathwaite, wife of Admiral Brathwaite.

At Newbury, on his way to Bath, Captain John Hall, of the Worcester East Indianman.

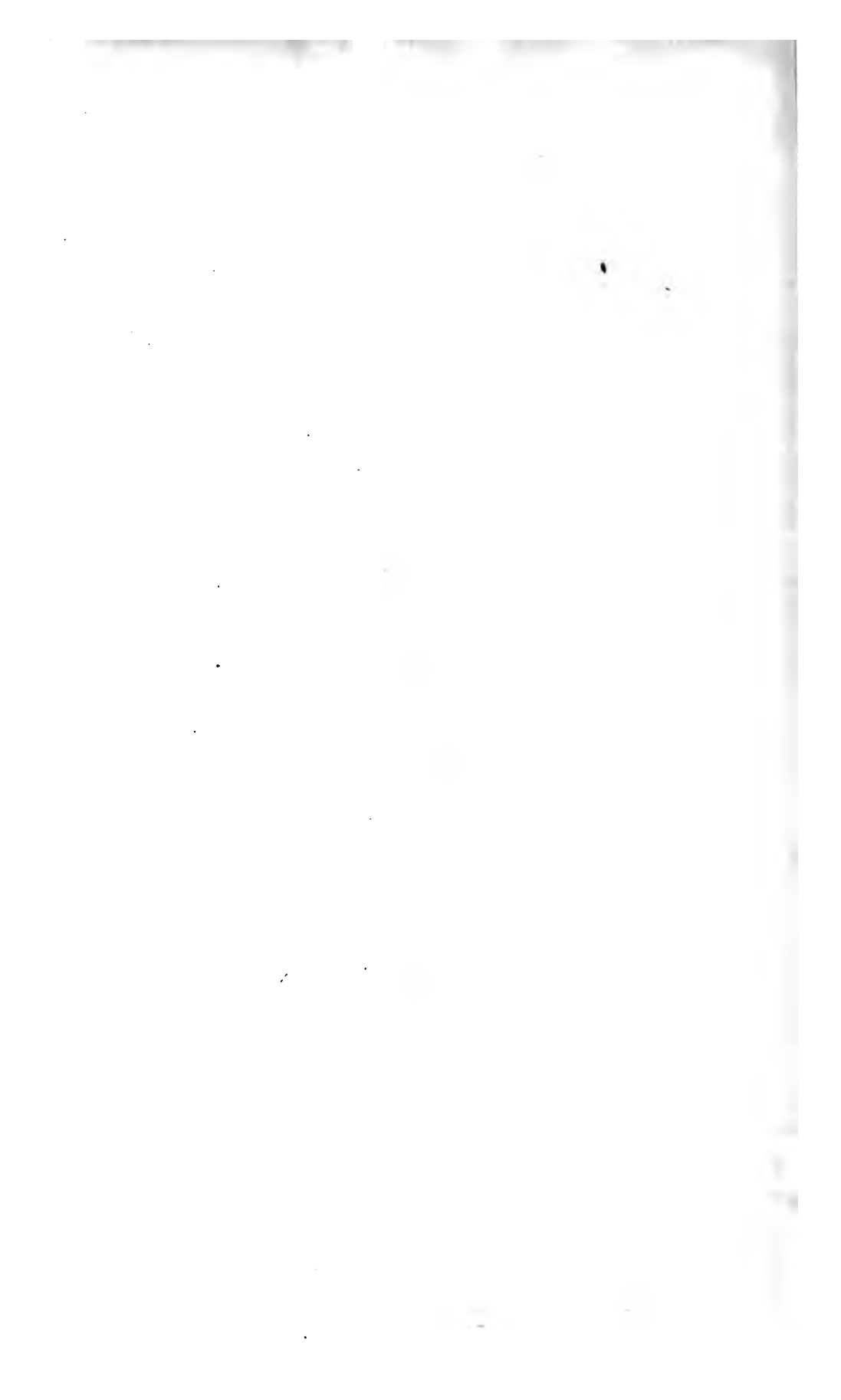
Lately, the only son of the Hon. Captain Paget Bayly, nephew to the Earl of Uxbridge.

In Horse street, Bristol, William Evans, late a mariner under the memorable Captain Cooke, who accompanied him in his three voyages round the world, was present at the time of his death, and was one of those sent on shore to recover his remains.

On the 1st instant, at Hill House, near Dumfermline, in the 72d year of her age, universally lamented, Mrs. Mitchell, relict of Charles Mitchell, Esq. and mother to Sir Charles, and Admiral Sir Andrew Mitchell, who have both distinguished themselves in their King and Country's service.

It is with infinite concern and regret we have to announce the demise of the brave Captain William Grahme, who so gallantly defended the ship *Dick* in a seven hour's engagement with *La Grande Decide*, famous French privateer, of much superior force, in which contest he was wounded in the head, and of which he died six days afterwards on board the privateer; the intelligence was brought to Liverpool by Captain Grahme's mate, who was, with many others, put by the French captain into a prize, which he sent off as a cartel for England.

The 23d instant, at Greenwich, Captain John Lee, commander of his Majesty's ship *Camel*.





*Drawn & Engraved by W. Ridley*

*Sir Will<sup>m</sup> Sidney Smith R.S. of Liverpool*

*Pub<sup>d</sup> by Bunney & Gold Shoe Lane. Jan. 1. 1801.*

**BIOGRAPHICAL MEMOIRS OF**  
**SIR WILLIAM SIDNEY SMITH,**  
**GRAND CROSS OF THE ROYAL MILITARY SWEDISH ORDER OF THE SWORD,**  
**AND COMMANDER.**

He, high in soul, was mated with the best:  
 First in the lists, where'er those lists were found,  
 He claim'd the prize, nor ever yielded ground;  
 Nor, for the biting sword, nor thrilling spear,  
 With hairs on head, was ever known to fear.

WAY'S FABLEIAUX.

By Heav'n, to me it were an easy leap  
 To pluck bright honour from the pale-fac'd moon;  
 Or dive into the bottom of the deep,  
 Where fathom-line could never touch the ground,  
 And pluck up drowned honour by the locks!

SHAKESPEARE.

**T**HE Author of the State Worthies of England, David Lloyd, a biographer not less remarkable for acuteness of observation than for a forcible singularity of expression, nearly drew the portrait of this gallant officer by anticipation, a century and a half since. It is no disparagement that Sir Walter Raleigh sat for the picture.

“As for his native parts,” says Lloyd, “and those of his own acquiring, he had in the outward man a good presence, in a handsome and well compacted person; a strong natural wit, and a better judgment; with a bold plausible tongue, whereby he could set out his parts to the best advantage; and to these he had the adjuncts of some general learning, which by diligence he enforced to a great augmentation and perfection, for he was an indefatigable reader, whether by sea or land, and none of the least observers both of men and the times. No soldier fared or lay harder, none ventured farther; what is not extraordinary, he would say, is nothing. So contemplative was he that you would say he was not active; so active, that you would say he was not prudent.” Such was Sir Walter Raleigh; and such, with the addition of undeviating honour and loyalty, is Sir SIDNEY SMITH.

The father of Sir Sidney was bred to the army, and served during the early part of the war of 1756, as aid-de-camp to the Right Hon. Lord George Sackville. When the Court-Martial was held on the conduct of that nobleman at Minden, Captain Smith came forward in the most zealous manner, not only as an evidence in his behalf, but as a warm and active friend. The charge against Lord Sackville is well known to have consisted in an imputed disobedience of the orders received from Prince Ferdinand of Brunswick, whom by his commission and instructions he was directed to obey.

Captain Smith quitted public life soon after this period, if we except an office which he now holds in the Royal Household. He has had the happiness to be a living witness of the gallantry and the well-earned popularity of his son; and enjoys the blessing of a vigorous old age at a villa near Dover, built, and fitted up by himself with equal taste and singularity.

Sir William Sidney Smith, the subject of the present Memoir, entered into the navy at the early age of thirteen years. He was born about the year 1764; and received the first rudiments of his education at Tunbridge school, then kept by Mr. Knox. In 1773, he was removed to Bath, where he was placed under the tuition of Mr. Morgan; and in 1777 having commenced his maritime career, he not long afterward removed into the Sandwich, commanded by Captain Young\*. Previous to his actual embarkation, he had gone through a

\* This gentleman was very deservedly considered as one of the ablest officers at that time in the British service. Though extremely young, in respect to rank as a captain, he received the very honourable appointment just mentioned under the late Admiral Rodney, when that gentleman was first appointed to the chief command on the West India station. Such was the estimation in which his talents and abilities were held by his Lordship, that it has been confidently reported, no measure of any material consequence was ever taken without the concurrence of Captain Young, whom he considered on all occasions as a most able and honest adviser. Fate unhappily put a period to his services, and the hopes of his country, by a premature but natural death, the consequence of disease, to which he fell a victim about the latter end of the year 1781, or the beginning of the ensuing.

course of maritime studies, and had accordingly been rated for some time as belonging to the service, in conformity with the indulgences and allowances then made which permitted them. In 1780, he was promoted to the rank of fifth lieutenant on board the *Alcide*, a ship of 74 guns, at that time under orders for the West Indies, whither she was to accompany the late Lord Rodney. The *Alcide* was commanded by that very able and worthy officer the late Sir Charles Thompson, but Mr. Smith did not remain in the rank of lieutenant more than two years, and being advanced to that of commander, was appointed to the *Fury* sloop, of 18 guns, on the Jamaica station. Without removing from that quarter of the world, he was again promoted on the 7th of May 1783, to the higher station of Post Captain, by commission, appointing him to the *Nemesis* frigate, of twenty-eight guns.

Peace having at this time taken place between all the belligerent powers, the *Nemesis* after a short interval was ordered to England; where she was immediately put out of commission and dismantled. After an irksome inactivity of nearly five years, on the prospect of a rupture between Sweden and Russia, Captain Smith, in 1788, with the permission of his own Government, entered into the service of the former.

As his conduct during the period of that northern war, in the complicated objects of which, so many of the powers of Europe were interested, was of such a nature as to bring his character into general notice, and even procure his admission into an order of Knighthood of the Court which he had served; it will be necessary to enter into a brief narrative of the several naval operations, but more particularly of the action commonly called the Battle of the Gallies, in which he most eminently distinguished himself.

Toward the latter end of April 1790, the grand fleet of Sweden, under the command of the Duke of Sudermania, consisting of twenty-three ships of the line and eighteen frigates, sailed for Carlsrona, in the province of Smaland. The pretended object of the expedition was that of obstructing

the junction of two divisions of the Russian fleet, one of which was then riding at anchor in the port of Revel, the other in the port of Cronstadt; the real views, however, were more extensive, being no less than the capture of Revel, and the ruin of the enemy's fleet there. Both the latter designs were put into execution; and though they were not attended with all the desired success, the conduct of them did not by any means tarnish the credit of the officers concerned. On the 3d of May the Duke reached the heights of Hengo, and on the 13th carried his fleet into the port of Revel. The Russian fleet at anchor there consisted of three three-decked ships, eight others of the line, and five large frigates: independent of their own force, they were defended in a very advantageous manner by several batteries in the harbour, and the fortifications of the place, all of which were planted with heavy cannon. On the approach of the Swedes, a tremendous fire commenced from both sides, notwithstanding which, the Duke continued the attack with the utmost intrepidity, and would in all probability have succeeded, had not, in consequence of the wind changing, a violent storm arose, which prevented several vessels from using their lower tiers, and kept others from taking any share in the action, so that in the end the fleet was forced to retire at the very moment in which the enemy was in a manner totally defeated. Nor was this all: through the fury of the elements, one ship \*, of sixty guns, after being dismasted, fell into the hands of the enemy; another † of the same force, being also wrecked, was by his highness's orders, set on fire and abandoned, and a third ‡ ran on shore, but was enabled to escape to sea again, by throwing overboard part of her guns. On the very next day, such was the diligence and the zeal of the Duke with the commanders under his direction, that the fleet was again under sail, a league and a half from Norglon, and so completely repaired from all damage, that it waited with impatience for a second attack.

\* The Prince Charles.    † The Ricket Stander.    ‡ The Valcur.

Of the intervening engagements we shall not enter into a particular account, but proceed to that principal and successful battle in which Captain Smith was more immediately concerned, premising only that an unsuccessful attempt had been made by the King of Sweden, who commanded in person, to destroy the Russian coasting squadron at Viborg. The approach of the Prince of Nassau with the Cronstadt division, had already rendered the position of the Swedes at the entrance of Viborg bay extremely critical, when the scarcity of ammunition, and the want of provisions, made their return to their own ports a measure of the first necessity. In this situation of affairs, the King resolved to avail himself of a strong easterly wind, which set in on the 3d of June, to gain Swenksund and Sweaborg. It was necessary for the fleet to penetrate through a narrow pass, and to sustain the fire of four Russian ships of the line, two of which were placed on each side the streight; and after this to engage the whole of Admiral Tschitschakoff's line, which was drawn up along the coast at a small distance, while his frigates were ranged among the islands which lie nearer the shore. The Swedish van, under Admiral Modée, passed the Narrows without suffering any essential loss, firing with great spirit both broadsides, at the same time, against the enemy. The cannonade from the four Russian ships was, however, so powerful and so well supported, that it was resolved by the Duke of Sudermania to attempt their destruction; but this operation proved so unsuccessful that the fireships employed in it, were driven upon two of his Royal Highness's own fleet, a ship of the line and a frigate, both of which blew up. Confused in a considerable degree by this peculiarly distressful accident, the ships that were to follow were unable to proceed with the necessary order and circumspection; four struck upon the rocks, and were left to the mercy of the enemy. During their further course along the coast, already diminished in their force, three more vessels of the line surrendered to the Russian flag.



The engagement continued all night and part of the next day; and it was not till the evening that the Duke arrived at Sweaborg. The King himself, at the same time, after having lost six gallies and a large number of smaller vessels \*, reached Swenksund with a considerable part of his remaining fleet †.

Though the events of the actions on the 3d and 4th of June were thus unfortunate to the Swedes, his Majesty was in a short time enabled to re-appear at sea in an effective condition to re-contest the victory, and obtain ample compensation for his former loss. Having supplied his ships with provisions and ammunition, and being joined by the division under Lieutenant-Colonel Cronstadt, which had not been able to reach the Bay of Viborg, he sailed immediately, with a view to prevent the Prince of Nassau, who was advancing with the Cronstadt and Viborg squadrons, from getting into the port of Frederickham. This he was fortunate enough to accomplish. An action took place on the 9th of July, in which the King commanded in person. It began

\* With the gallies were taken eight hundred men of the guards. Of the small vessels taken or sunk, the number was reported to amount to sixty. The whole loss in men, on the part of the Swedes, was estimated at seven thousand.

† *Swedish Return of the Losses.*

SHIPS OF THE LINE.

|                               |   |   |                           |
|-------------------------------|---|---|---------------------------|
| Eningheid, (or Union)         | - | - | Blown up.                 |
| Gerechtichegt, (or Justice)   | - | - | } Taken.                  |
| Sophia Magdalena,             | - | - |                           |
| Finland,                      | - | - |                           |
| Louisa Ulrica                 | - | - | } Lost on the Sand Banks. |
| Zartlichkeit, (or Tenderness) | - | - |                           |
| Hadwig Eliza Charlotte        | - | - |                           |

FRIGATES.

|           |   |   |   |           |
|-----------|---|---|---|-----------|
| Zemire,   | - | - | - | Burnt.    |
| Jaroslawa | - | - | - | Taken.    |
| Upland,   | - | - | - | Stranded. |

MISSING.

Dragon Cutter.      Cosack Schooner

Thirty Swedish officers were among the killed, wounded, and missing; and all the baggage of the fleet, amounting to several millions of dollars, likewise fell into the hands of the Russians.

at half past nine in the morning, and lasted twenty-four hours, with the intermission of a short space at midnight, when darkness imposed a temporary armistice.

On the preceding day, several vessels of the Russian shore-fleet were discovered at Aspo ; on which the King, attended by M. de Cronstadt, went to reconnoitre. On the 9th the Prince of Nassau advanced toward the Swedish shore, and the signal was made for the fleet to arrange itself in order of battle. The enemy formed the line by nine o'clock in the morning, and advanced toward Cape Musalo. The right wing of the Swedes advanced to meet them, and the firing commenced. The King, on board the Seraphim galley, made the signal for a general attack. The enemy approached with a brisk fire, which was so warmly returned by both the Swedish wings, that at noon the left of the enemy began to give way. Both the right and left of the Swedes, being reinforced by several divisions posted in the Sound, were enabled to continue the action with great spirit. The Russian line having likewise received some assistance, the larboard wing advanced again, and returned to the charge. About four o'clock some of their larger gallees quitted the line and struck their colours. Several of these afterwards foundered, and others were taken by the Swedes. The Udemä, one of the Swedish gallees, caught fire at about six o'clock, and sunk \*. The same fate befel one of the Russian xebecs, and after this accident the smaller vessels began to sheer off. Many of the heavy gallees continued firing till ten in the evening, and then got under sail. Some ran on the shoals and struck their flags. At eleven the cessation produced by the darkness took place. The prisoners were removed, and the conquered vessels taken possession of.

At three the next morning the cannonade was renewed. One of the Russian frigates surrendered, and several of the

\* The crew were saved.

small craft were taken; the enemy retreated on all sides, and set fire to their stranded ships. They were pursued till ten at night, and forty-five captured. Out of the Russian vessels which were sunk, one officer only and one surgeon were saved. Six of the stranded vessels were burnt by the Swedes. The victors computed the number of their prisoners at four thousand and five hundred, including two hundred and ten officers\*.

This advantage being quickly succeeded by the peace of Reichenbach, Captain Smith retired from the Swedish service, and, on account of his marked and very intrepid conduct during this successful battle, was complimented with the Grand Cross of the Swedish Order of the Sword. He had the additional honour of receiving the insignia of his knighthood from his own Sovereign at St. James's.

During a short period which intervened between the conclusion of the Swedish war and that which has agitated, and still continues to agitate all Europe, Sir Sidney, following the bent of that enterprising mind with which nature has endowed him, became a volunteer in the marine of Turkey. Toward the conclusion of the siege of Toulon, he came from Smyrna for the express purpose of offering his services to Lord Hood, and acquired considerable reputation by the bold and spirited manner in which he burnt the arsenals, dock-yards, with the several vessels in the basin.

Having obtained Lord Hood's permission to undertake the destruction of the ships, Sir Sidney proceeded with the force put under his orders, and effected the dreadful enterprise in as great an extent as his powers and peculiar circumstances permitted; having the satisfaction to ac-

\* " *Amphion, Schwent Sund, 10th July 1790.*—Five frigates, fifteen gallies, one hennema, one chebec, one brigantine, nine galliots, one trohaïke, two floating batteries, four cutters, and four shallops, were either destroyed or taken by the King of Sweden, with a great quantity of stores," &c.

compleish the destruction of ten of the enemy's ships of the line, then in the arsenal, with the mast, principal store, and hemp, houses \*.

In 1794, Sir Sidney was appointed to the *Diamond*, of 38 guns, in which ship he was fortunate enough to effect frequent services to his country, under the orders of different officers, seniors to him in rank. On the 4th of July 1795, he distinguished himself exceedingly in a bold but ineffectual attempt on two French ships with their convoy near the shore of La Hogue †, and continuing on the same station, as well as occupied in the same species of service, he had in the month of September following the more

\* See Vol. II. p. 35, and Toulon Papers, No. XIX. p. 292.

† " 512,

" *Diamond, at anchor off the Islands of St. Marcou, July 5, 1795.*  
In pursuance of the orders of the Lords Commissioners of the Admiralty, I sailed from St. Helens on the evening of the 1st instant, and stretched across the channel toward Cherbourg, his Majesty's ships *Syren* and *Sybille*, also four gun-boats, in company. On looking into that port we found that one of the three frigates which had been seen there the last time we were off, was missing: the master of a neutral vessel just come out informed me she had sailed to the eastward, and I accordingly proceeded in quest of her. Going round Cape Barfleur we saw two ships, one of them having the appearance of the frigate in question, at anchor under the sand, and immediately made sail toward them; we soon after saw a convoy coming along shore within the islands of St. Marcou. The wind dying away and the ebb-tide making against me, I was obliged to anchor, and had the mortification to see the enemy's vessels drift with the tide under the batteries of La Hogue, without being able to approach them. At four o'clock in the morning of yesterday the breeze springing up with the first of the flood, I made the signal to the squadron, weighed and worked up toward the enemy's ships, which we observed warping closer in shore under the battery on La Hogue point. As we approached, I made the signal for each ship to engage as she came up with the enemy, and at nine o'clock began the action in the *Diamond*. The other frigates having been sent in chase in different quarters the day before, had not been able to anchor so near in as we did, and were consequently to leeward, as were two of the gun-boats. The *Fearless* and *Attack* were with me, and their commanders conducted them in a manner to merit my approbation, by drawing off the attention of the enemy's gun-boats, of which they had two also. The small vessels of the convoy ran into the pier before the town; the largest, a corvette, continued warping into shoal water; we followed, engaging her and the batteries for three quarters of an hour, when finding that the enemy's ship had attained a situation where it was impossible to get fairly alongside of her without grounding likewise, and the pilots being positive as to the necessity of

fortunate opportunity of destroying a French corvette\*, which the squadron under his orders fell in with on the morning of the second. A chase of three-quarters of an hour brought him within gun-shot of her. She endeavoured to elude his pursuit in the labyrinth of rocks before Treguier, but the attempt proved fatal to her, for she struck on the Roenna, and soon after filling, fell over. Sir Sidney, with that generous humanity which, even among British officers, may be justly said to render him pre-eminent, immediately ceased firing, and sent the boats of the several vessels to the relief of the crew. Her own boats, which were towing her, saved as many as they could contain; those of Sir Sidney were not able to preserve more than nine in addition to the former. According to the account of the survivors, about

hauling off from the shore, where the water had already began to ebb, I acquiesced under their representations, and wore ship. The *Syren* and *Sybill* were come up by this time, and the zeal and ability of their commanders would, I am persuaded, have carried them into action with some effect, if I had not annulled the signal to engage, which I did to prevent them getting disabled, as we were, when we had no longer a prospect of making ourselves masters of the enemy's ship. She had suffered in proportion, and we now see her lying on her broadside with her yards and top-masts struck, but I am sorry to say so much sheltered by the reef which runs off from La Hogue Point, that I cannot indulge a hope of her being destroyed. In justice to my officers and ship's company, I must add, that their conduct was such as gave me satisfaction. I received the most able assistance from the First Lieutenant, Mr. Pine, and Mr. Wilkie, the master, in working the ship, on the precision of which every thing depended, circumstanced as we were with respect to the shoals and the enemy. The guns of the main-deck were well served under the direction of Lieutenants Pearson and Sandsbury, and the men were cool and collected. No officer was hurt, but I am sorry to say I have lost one of the best quarter-masters in the ship, Thomas Gullen, killed, and two seamen wounded; the enemy fired high, or we should have suffered more materially from their red hot shot, the marks of which were visible in the rigging. We have shifted our fore and main-top-masts, which, with two top-sail-yards were shot through, and having repaired our other more trifling damages, I shall proceed in the attainment of the objects of the cruise. Fishing-boats, with which we have had an intercourse, confirm all former accounts of distress for want of provisions, and the consequent discontent in this distracted country.

"I have the honour, &c.

"*Evan Nepean, Esq.*"

"W. SIDNEY SMITH."

\* L'Assemblée Nationale, of 22 guns.

twenty perished, exclusive of the Captain, who was washed off the wreck a few minutes before the English could reach him. The swell was so great that the vessel went to pieces very soon, and Sir Sidney was obliged to anchor to avoid a similar fate.

The genius of this gentleman appears, from his earliest entrance into the service, to have been particularly adapted to the most arduous and desperate enterprises. Fortune too, seems to have favoured his inclination ; and though she has denied him that opportunity of enriching himself, which has fallen to the lot of many, by capturing vessels, even superior to their own force, in regular combat, she has not withheld those opportunities of contest, which though infinitely less advantageous, are certainly no less glorious and honourable both to his country and to himself. In the month of March 1796, he distinguished himself extremely in the attack of a French squadron which had taken shelter in Herqui, of which very spirited transaction he himself gives the following account :

“ SIR,                    “ *Diamond, off Cape Trebel, March 18, 1796.*

“ Having received information that the armed vessels detached by the Prince of Bouillon had chased a convoy, consisting of a corvette, three luggers, four brigs, and two sloops, into Herqui, I proceeded off that port to reconnoitre their position and sound the channel, which I found very narrow and intricate, I succeeded however in gaining a knowledge of these points sufficient to determine me to attack them in the *Diamond* without loss of time, and without waiting for the junction of any part of the squadron, lest the enemy should fortify themselves still farther on our appearance. Lieutenant M’Kinley of the *Liberty* brig, and Lieutenant Gosset of the *Aristocrat* lugger, joined me off the Cape, and though not under my orders very handsomely offered their services, which I accepted, as small vessels were essentially necessary in such an operation. The permanent fortifications for the defence of the bay are two batteries on a high rocky promontory. We observed the enemy to be very busily employed in mounting a detached gun on a very commanding point of the entrance. At one o’clock yesterday afternoon this gun opened upon us as we passed ; the *Diamond’s* fire, however, silenced it in eleven minutes. The

others opened on us as we came round the point, and their commanding situation giving them a decided advantage over a ship in our position, I judged it necessary to adopt another mode of attack, and accordingly detached the marines and boarders to land behind the point, and take the batteries in the rear. As the boats approached the beach, they met with a warm reception, and a temporary check, from a body of troops drawn up to oppose their landing; the situation was critical; the ship being exposed to a most galling fire and in intricate pilotage, with a considerable portion of her men thus detached, I pointed out to Lieutenant Pine the apparent practicability of climbing the precipice in front of the batteries, which he readily perceived, and with an alacrity and bravery of which I have had many proofs in the course of our service together, he undertook and executed this hazardous service, landed immediately under the guns, and rendered himself master of them before the column of troops could regain the heights. The fire from the ship was directed to cover our men in this operation, it checked the enemy in their advancement, and the re-embarkation was effected as soon as the guns were spiked, without the loss of a man, though we have to regret Lieutenant Carter of the marines being dangerously wounded on this occasion. The enemy's guns, three twenty-four pounders, being silenced, and rendered useless for the time, we proceeded to attack the corvette and the other armed vessels, which had by this time opened their fire on us to cover the operation of hauling themselves on shore. The Diamond had anchored as close to the corvette as her draught of water would allow. The Liberty brig was able to approach near, and on this occasion I cannot omit to mention the very gallant and judicious manner in which Lieutenant McKinley, her commander, brought this vessel into action, profiting by her light draught of water to follow the corvette close. The enemy's fire soon slackened, and the crew being observed to be making for the shore, on the English colours being hoisted on the hill, I made the signal for the boats, manned and armed, to board, directing Lieut. Gosset in the lugger to cover them. This service was executed by the party from the shore, under the direction of Lieutenant Pine, in a manner that does them infinite credit, and him every honour as a brave man and an able officer. The enemy's troops occupied the high projecting rocks all round the vessels, whence they kept up an incessant fire of musketry, and the utmost that could be effected at the moment was to set fire to the corvette (named L'Etourdie, of 16 guns, twelve-pounders, on the main deck), and one of the merchant brigs, since, as the tide fell, the enemy pressed down on the sands

close to the vessels ; Lieutenant Pine therefore returned on board, having received a severe contusion on the breast from a musket-ball. As the tide rose again it became practicable to make a second attempt to burn the remaining vessels, Lieutenant Pearson was accordingly detached for that purpose with the boats, and I am happy to add, his gallant exertions succeeded to the utmost of my hopes, notwithstanding the renewed and heavy fire of musketry from the shore. This fire was returned with great spirit and evident good effect ; and I was much pleased with the conduct of Lieutenant Gosset in the hired lugger, and Mr. Knight in the Diamond's launch, who covered the approach and retreat of the boats. The vessels were all burnt except an armed lugger, which kept up her fire to the last. The wind and tide suiting at ten at night to come out of the harbour again, we weighed and repassed the Point of Herqui, from which we received a few shot, the enemy having found means to restore one of the guns to activity. Our loss, as appears by the inclosed return, is trifling, considering the nature of the enterprise, and the length of time we were exposed to the enemy's fire. Their's, I am persuaded, must have been very great, from the numbers within the range of the shot and shells. The conduct of every officer and man under my command meets with my warmest approbation : it would be superfluous to particularize any others than those I have named. Suffice it to say, the characteristic bravery and activity of British seamen never was more conspicuous. Lieutenant Pine will have the honour to present their Lordships with the colours which he struck on the battery, and I beg leave to recommend him particularly to their Lordships, as a most meritorious officer.

“ I have the honour to be, &c.

“ *Evan Nepean, Esq. Secretary  
to the Admiralty.*”

“ W. SIDNEY SMITH.”

*A Return of the killed and wounded belonging to his Majesty's Ship Diamond, in the three Attacks of the Enemy's Batteries and Shipping in Herqui, the 7th of March 1796.*

“ Killed—two seamen. Wounded—First Lieut. Horace Pine, Lieut. Carter of the Marines, and five seamen.

“ W. S. SMITH.”

The period of his services was now unfortunately drawing to a temporary stand. Eager in the pursuit of that system of warfare which he had already proved himself so complete a master of, he had in the ensuing month the misfortune to fall into the hands of the enemy. Being stationed off Havre-de-



Grace, he captured, on the 18th of April 1796, with the boats of his squadron, being then on a reconnoitring expedition, a French lugger privateer, which by the strong setting of the tide into the harbour, was driven above the forts. In this situation he remained the whole night; and the dawn of day discovering to the French the lugger in tow of a string of English boats, a signal of alarm was immediately given. Several gun-boats and other armed vessels attacked the lugger and the boats; and another lugger of superior force was warped out against that which he had captured. By this vessel he was engaged for a considerable time, with so much heavier metal as to render all resistance unavailing; and he had the mortification of being obliged to surrender himself a prisoner of war, with about nineteen of his people and companions \*. The Diamond, in the mean while, remained in perfect safety, but was totally unable to afford assistance to her commander, on account of the dead calm which prevailed during the whole of the unfortunate transaction †. When the officers on board the Diamond heard of the disaster which had befallen their gallant commander, they sent in a flag of truce to inquire whether he was wounded, and to pray that he might be treated with kindness. To this message the Governor answered, that Sir Sidney was well, and that he should be used with the utmost humanity and attention.

Of the history of his long and well-known imprisonment, including a period of two years of his life, in which the several and successive rulers of France thought proper to deviate from the established custom of permitting the exchange of prisoners of war; and of his no less extraordinary and celebrated escape, the following singularly interesting particulars are gathered from a paper drawn up a short time after his return to London, by an intelligent French

\* Among the officers captured with Sir Sidney, were Messrs. W. Moory, R. Kenyon, and R. Barrow.

† Four of the seamen were killed, and one officer and six seamen slightly wounded.

**Royalist.** This gentleman collected his information from the lips of Sir Sidney himself; and when he had reduced the several particulars into writing, he presented him the narrative for his perusal. Sir Sidney allowed its veracity, and expressed his admiration at the fidelity with which the memory of his friend had enabled him to relate the whole of the circumstances.

When he was taken, the gallant Captain was accompanied by his clerk and M. de Tr——, a French gentleman, who had emigrated from his country, and who, it had been agreed, was to pass for his servant, in the hope of saving his life by that disguise. Their expectations were not frustrated; for *John*, as Sir Sidney called him, was fortunate enough to escape all suspicion.

On his arrival in France, he was treated at first with unexampled rigour, and was told that he ought to be tried by a military commission as a spy. The Government, however, gave orders for his removal to Paris, when he was sent to the Abbaye, and, together with his two companions in misfortune, kept a close prisoner.

The means of escape now became the constant object on which Sir Sidney and his friends employed their minds. The window of their prison fronted the street, and from this circumstance they derived a hope sooner or later to effect their purpose. They presently contrived to carry on a silent and regular correspondence by means of signs with some women, who could see them from their apartments, and who seemed to take the most lively interest in their fate. They themselves proposed to assist in the liberation of Sir Sidney, an offer which he accepted with great pleasure; and he has declared, that notwithstanding the enormous expences occasioned by their unsuccessful attempts, they have not the less claim to his gratitude. Till the time of his deliverance, in which event, however, they had no share, their whole employment was that of endeavouring to save him; and they had the address at all times to deceive the vigilance of his

keepers. On both sides borrowed names were used, under which correspondence was carried on. Those of the women were borrowed from the ancient mythology; so that Sir Sidney was now indulged with a direct communication with Thalia, Melpomene, and Clio.

At length, he was removed from the Temple, to which prison his three *Muses* soon contrived means of conveying intelligence, and plans for effecting his escape. On the first reception of these interesting projects, Sir Sidney, as was natural, uniformly accepted them all, and enjoyed for a time the prospect of success; but reflection soon destroyed the hopes to which the love of liberty had given birth. He was also resolved not to leave his English companion in prison, and still less poor John, whose safety, for being a Frenchman it involved his life, was more dear to him than his own emancipation.

In the Temple, John was permitted to enjoy a considerable degree of liberty. He was dressed in the light costume of an English jockey, and knew how to assume the manners which belong to that character. Every one was fond of John, he drank and fraternized with the turnkeys, he made love to the keeper's daughter, who was persuaded he would marry her; and as the little English jockey was not supposed to have received a very brilliant education, he had learnt by means of study sufficiently to mutilate his native tongue. John appeared very attentive to his service, and always spoke to his master in the most respectful manner. The master, on his part, scolded him from time to time *with much gravity*; and to use his own words, frequently surprised himself in the act of forgetting the friend, and seriously giving orders to the valet.

At length John's wife, Madame de Tr\*\*\*, a very interesting woman, arrived at Paris, and made uncommon exertions for the liberation of the companions. She dared not come, however, to the Temple, through fear of discovery; but from a neighbouring house she daily beheld her husband, who, as he walked to and fro, enjoyed alike in secret the

pleasure of contemplating the friend of his bosom. Madame Tr\*\*\* soon communicated a plan for their escape to a sensible and courageous young man of her acquaintance, who acceded to it without the smallest hesitation. This Frenchman, who was sincerely attached to his country, said to Madame de Tr\*\*\*, " I will serve Sidney Smith with pleasure, because I believe the English Government intends to restore Louis XVIII. to the throne ; but if the Com-modore is to fight against France, and not for the King of France, Heaven forbid I should assist him !"

Ch. L'Oiseau (for that was the name which the young Frenchman assumed) was connected with the agents of the King then confined in the Temple, for whom he was also contriving the means of escape, and it was intended they should all attempt to get off together. M. La Vilheurnois\*, being condemned to only a year's imprisonment, was resolved not to quit his situation ; but Brothier† and Duverne de Presle were to follow the example of Sir Sidney and his friends. Sir Sidney has since remarked, that had this scheme succeeded, this Duverne would not, perhaps, have ceased to be an honest man, for till then he had conducted himself as such. His condition at an after-period Sir Sidney thought must be truly deplorable, as he did not believe him formed by nature for the commission of crimes.

Every thing was now prepared for the execution of their project. The means proposed by Ch. L'Oiseau appeared practicable, and it was resolved to adopt them. A hole twelve feet long was to be made in a cellar adjoining to the prison ; and the apartments to which the cellar belonged were at their disposal. Mademoiselle D\*\*\*, laying aside

\* La Vilheurnois had formerly been a master of requests. As an agent of Louis XVIII. he was condemned by a military commission ; but was, on the revolution of the 18th Fructidor, deported to Sinamary, where he died.

† Brothier was a minister of religion, ex-professor of mathematics, and an agent to Louis XVIII. He was condemned to ten years imprisonment ; and before the end of his term was deported like La Vilheurnois, and on the same occasion, to Sinamary, where also, like La Vilheurnois, he died.

every prudential consideration, generously came to reside there for a week, and being young, the other lodgers attributed to her alone the frequent visits of Ch. L'Oiseau. Thus every thing seemed to favour their wishes. No one in the house in question had any suspicions ; and the amiable little child which Mademoiselle D\*\*\* had with her, and who was only seven years old, was so far from betraying the secret, that she always beat a little drum, and made a noise, while the work was going on in the cellar.

Meanwhile, L'Oiseau had continued his labours a considerable time without any appearance of day-light, and he was apprehensive he had attempted the opening considerably too low. It was necessary, therefore, that the wall should be sounded ; and for this purpose a mason was required. Madame de Tr\*\*\* recommended one, and Ch. L'Oiseau not only undertook to bring him, but to detain him in the cellar till they had escaped, which was to be effected that very day. The worthy mason perceived the object was to save some of the victims of misfortune, and came without hesitation. He only said, " If I am arrested, take care of my poor children."

But what a misfortune now frustrated all their hopes ! Though the wall was sounded with the greatest precaution, the last stone fell out and rolled into the garden of the Temple. The centinel perceived it, the alarm was given, the guard arrived, and all was discovered. Fortunately, however, their friends had time to make their escape, and none of them were taken.

They had, indeed, taken their measures with the greatest care ; and when the commissaries of the *Bureau-Central* came to examine the cellar and apartment, they found only a few pieces of furniture, trunks filled with logs of wood and hay, and the hats with tri-coloured cockades provided for their flight, as those they wore were black.

This first attempt, though extremely well conducted, having failed, Sir Sidney wrote to Madame de Tr\*\*\*, to console both her and their young-friend, who was miserable at having foundered just as he was going into port. The

confederates were so far, however, from suffering themselves to be discouraged, that they still continued to form new schemes for his deliverance. The keeper perceived it, and Sir Sidney was frequently so open as to acknowledge the fact: "Commodore," said he, "your friends are desirous of liberating you, and they only discharge their duty: I also am doing mine in watching you still more narrowly." Though this keeper was a man of unparalleled strictness, yet he never departed from the rules of civility and politeness. He treated all the prisoners with kindness, and even piqued himself on his generosity. Various proposals were made to him, but he rejected them all, and kept the closer watch; disdaining at the same time, no less decidedly, to report the attempts that were made either to corrupt himself, or to break from his custody. One day, when Sir Sidney dined with him, he observed that the attention of his prisoner was fixed on a window then partly open, which looked upon the street. Sir Sidney saw his uneasiness, and suffered himself for a few moments to enjoy the amusement that it afforded; however, to put an end to it, he said to him, laughing, "I know what you are thinking of, but fear not. It is now three o'clock, I will make a truce with you till midnight; and I give you my word of honour that till that time, even were the doors open, I would not escape. When that hour is passed, my promise is at an end, and we are enemies again."

"Sir," replied he, "your word is a safer bond than my bars and bolts; till midnight, therefore, I am perfectly easy."

When they rose from table, he took Sir Sidney aside, and speaking with warmth, said, "Commodore, the Boulevard is not far; if you are inclined to take the air there, I will conduct you."

Sir Sidney's astonishment was extreme; nor could he conceive how this man, who appeared so severe, could thus suddenly persuade himself to make him such a proposal.

He accepted it, however, and in the evening they went out: From that time forward, this confidence always continued. Whenever Sir Sidney was desirous to enjoy perfect liberty, he offered his keeper a suspension of arms till a certain hour. This his generous enemy never refused; but when the armistice was at an end, his vigilance was unbounded. Every post was examined, and if the Government ordered that he should be kept closer than before, the command was executed with the most rigid care. Thus Sir Sidney was again free to contrive and prepare for his escape, and the keeper to treat him with the utmost rigour.

This man had a very accurate idea of honour. He often said to him, "were you even under sentence of death, I would permit you to go out on your parole, because I should be certain of your return. Many very honest prisoners, and I myself among the rest, would not return in the like case, but an officer, and especially an officer of distinction, holds his honour dearer than his life. I know it to be a fact, Commodore, and therefore I should be less uneasy if you desired the gates to be always open."

His keeper was right. While he enjoyed his liberty he endeavoured to lose sight of the idea of his escape; and he even felt that he should have been averse to employ for that object, means that had occurred to his imagination during the hours of freedom. One day he received a letter containing matter of great importance, which he had the strongest desire to read without delay; but as its contents related to his intended deliverance, he asked leave to return to his room and break off the truce. The keeper, however, refused: saying, with a laugh, he wanted to take some sleep. Accordingly, he lay down, and Sir Sidney postponed the perusal of his letter till the evening.

Meanwhile, no opportunity of flight offered. On the contrary, the Directory ordered their truly noble prisoner to be treated with severity. The keeper punctually obeyed all the orders he received; and he, who on the preceding evening

had granted him the greatest liberty, now doubled his guard, in order to exercise a more perfect vigilance.

Among the prisoners, was a man condemned for certain political offences, to ten years confinement, and whom all the other prisoners suspected of acting in the detestable capacity of a spy upon his companions. Their suspicions, indeed, appeared to have some foundation; and Sir Sidney felt the greatest anxiety on account of his friend John. He was, however, fortunate enough, soon after, to obtain his liberty. An exchange of prisoners being about to take place, he applied to have *his servant* included in the cartel; and though this request might easily have been refused, happily, no difficulty arose, and it was granted.

When the day of the kind and affectionate John's departure arrived, he could scarcely be prevailed upon to leave the Commodore, till at length he yielded to his most earnest entreaties. They parted with tears in their eyes, which to Sir Sidney were the tears of pleasure, because his friend was leaving a situation of the greatest danger. The amiable *jockey* was regretted by every one; the turnkeys drank a good journey to him, nor could the girl he had courted help weeping for his departure; while her mother, who thought John a very *good youth*, hoped she should one day call him her son-in-law.

Sir Sidney was soon informed of his arrival in London, and this circumstance rendered his own captivity less painful. He would have been happy to have also exchanged his secretary: but as he had no other dangers to encounter than those which were common to them both, he always rejected the idea, considering it as a violation of that friendship, of which he had given Sir Sidney so many proofs.

On the 4th of September 1797 (18th Fructidor) the rigour of his confinement was still farther increased. The keeper, whose name was Lasne, was displaced; Sir Sidney was again kept a close prisoner, and, together with his liberty, lost the hopes of a peace, which he had thought approaching, and which the revolution that then took place contributed to postpone.



At this time, a proposal was made to him for his escape, which he adopted as his last resource. The plan was, to have forged orders drawn up for his removal to another prison, and thus to carry him off. A French gentleman, M. de Phéliepeaux \*, a man of equal intrepidity and generosity, offered to execute this enterprise. The order being accurately imitated, and, by means of a bribe, the real stamp of the minister's signature procured, nothing remained but to find men bold enough to put the plan in execution. Phéliepeaux and Ch. L'Oiseau would eagerly have undertaken it; but both being known, and even notorious, at the Temple, it was absolutely necessary to employ others. M. M. B\*\*\* and L\*\*\*, therefore, both men of tried courage, accepted the office with pleasure and alacrity.

With this order, then, they came to the Temple, M. B\*\*\* in the dress of an adjutant, and M. L\*\*\* as an officer. The keeper having perused the order, and attentively examined the minister's signature, went into another room, leaving the two deliverers for some time in the cruellest uncertainty and suspense. At length he returned, accompanied by the register (or greffier) of the prison, and ordered Sir Sidney to be called. When the register informed him of the orders of the Directory, he pretended to be very much concerned at it; but the adjutant assured him, in the most serious manner, that "the Government was very far from intending to aggravate his misfortunes, and that he would be very comfortable at the place whither he was ordered to conduct him." Sir Sidney expressed his gratitude to all the

\* M. Phéliepeaux was an officer of the Engineers in the service of Louis XVI. He was a man of talents, and very worthy, of a mild engaging countenance, and of tried undoubted courage. His health appeared extremely delicate; and though young, he had been engaged in many extraordinary adventures; having served in all the campaigns of the army of Condé. He commanded in Berri, and escaped death by breaking out of a state prison. He was offered the rank of a brevet Colonel from the British Government, which he declined, saying, he was in the service of the King of France. He accompanied his friend, however, to the coast of Syria, and served as a volunteer in the defence of Acre, where he died, lamented by all to whom his amiable character was known.

servants employed about the prison, and, as may be imagined, was not very long in packing up his clothes.

On his return, the register observed, that at least six men from the guard would be requisite; and the adjutant, without being at all confounded, acquiesced in the justice of the remark; and gave orders for them to be called out. *On reflection*, however, and remembering, as it were, the laws of chivalry and honour, he addressed himself to Sir Sidney, saying, "Commodore, you are an officer, I am an officer also: your parole will be enough; give me that, and I have no need of an escort."

"Sir," replied Sir Sidney, "if that is sufficient, I swear upon the faith of an officer to accompany you wherever you choose to conduct me."

Every one applauded this noble action, while Sir Sidney and his friends found considerable difficulty in maintaining a serious deportment.

The keeper now asked for a discharge, and the register gave the book to M. B\*\*\*, who boldly signed it, with a proper flourish, "*L'Oger, Adjutant-General.*" Meanwhile, Sir Sidney employed the attention of the turnkeys, and loaded them with favours, to prevent them from having time to reflect; nor indeed did they seem to have any other attention than their own advantage. The register and keeper accompanied the party as far as the second court. At length, the last gate was opened, and they were left alone, after a long interchange of ceremony and politeness.

They instantly entered a hackney coach, and the *adjutant* ordered the coachman to drive to the suburb of St. Germain; but the fellow had not gone an hundred paces before he broke his wheel against a post, and hurt an unfortunate passenger. This unlucky accident brought a croud round them, who were very angry at the injury the stranger sustained. They quitted the coach, took their portmanteaus in their hands, and went off in an instant. Though the people observed the party much, they did not say a word to them, but only abused the coachman. When the latter de-

manded his fare, M. L\*\*\*, through an inadvertency that might have caused them to be arrested, gave him a double *louis-d'or*.

Having parted when they quitted the carriage, Sir Sidney arrived at the appointed rendezvous, with only his secretary and M. de Phéliepeaux, who had joined them near the prison; and though very desirous of waiting for his two other friends, to thank and take his leave of them, yet M. de Phéliepeaux having justly observed that there was not a moment to be lost, he postponed till another opportunity his expressions of gratitude to his deliverers, and immediately set off for Rouen, where M. R\*\*\* had made every preparation for their reception.

At Rouen, Sir Sidney and his friend were obliged to stay several days; and as their passports were perfectly regular, they did not take much care to conceal themselves; but in the evening walked about the town, or took the air on the banks of the Seine.

At length, every thing being ready for him to cross the channel, Sir Sidney quitted Rouen, and without encountering any farther danger, arrived in London in May 1798, together with his clerk and his friend, M. de Phéliepeaux, who could not be prevailed upon to separate. He was welcomed in England by the general congratulation of the people. His arrival was considered a miracle, which few who heard of it knew how to believe. His Sovereign received him with the warmest affection, and afforded him every mark of attention, not only by his behaviour at his public presentation, but by honouring him with an immediate and private interview at Buckingham-house.

In the month of June following, he was appointed to the command of the *Tigre*, of 80 guns\*; and in November sailed for the Mediterranean, where he was honoured with a distinct command as an established Commodore on the coast of Egypt.

\* This ship was one of those captured off Port L'Orient by the Right Hon. Lord Bridport, on the 23d of June 1795. See the *Naval Chronicle*, vol. i. p. 279, 280.

Sir Sidney repaired to Constantinople, where he was received with the most heartfelt satisfaction by the Turks, to whom, as it will be remembered, he was already known. In the month of March 1799, having received intelligence from Ghezzar \* Pasha †, Governor of Syria, of the incursion made by Bonaparte's army into that province, and its approach to Acra, its capital, Sir Sidney hastened with a part of the naval force under his orders to its relief, and had the satisfaction of arriving there two days before the French. In the defence of this ancient place of strength, one of the first abodes of the Order of Saint John of Jerusalem, from whom it derives its prenomén, the Commodore was enabled, with the assistance of Captain Miller ‡ of the *Theseus*, to give the most effec-

\* The real name of this eminent old man is Abdallah-Selim Basileuco; the epithet "*Ghezzar*" signifies "the butcher;" a name commonly bestowed, by the Arabs and their neighbours, upon a destructive warrior.

† This title is commonly written *Pacha*, and "*Pacca*." The mistake has been occasioned by copying the French, who write *Pacha*, because with them those letters are pronounced *Paiba*. The title is the same with that which on other occasions we call Pashaw; of which one of the true spellings is Paishwa; and of all those several words the true pronunciation is *Paiba*.

‡ Captain R. W. Miller was made post in 1796, and distinguished himself very remarkably in the memorable engagement which took place between the Spanish fleet, and that under the orders of Sir John Jervis, off Cape St. Vincent, on the 14th of February 1797. (See vol. iv. p. 36.) The Captain having lost her foremast, and not having a sail, shroud, or rope left, so that the ship, her wheel being shot away, was incapable of farther service, either in the line or in chase, the Commodore (the present Lord Nelson), directed Captain Miller to put the helm a starboard, and calling for the boarders, ordered them to enter the *San Nicholas*, which they were then alongside of. The success was, as is well known, rapid and complete, nor did it end with the capture of the *San Nicholas*; for a fire of pistols or musketry having opened from the stern of the *San Josef*, immediately as the first ship had completely surrendered, the Commodore calling to Captain Miller, ordered him to send more men into the *San Nicholas*, which reinforcement being supplied with the utmost promptitude, the ship of the Spanish Admiral fell as speedy a victim to British bravery, as her consort had before done. Although the part borne by Captain Miller in these transactions, was necessarily from his station of the less active kind, yet it must be allowed that the cool and steady supporter of determined enterprise in the midst of hurry and confusion, where the smallest mistake might induce misfortune, is entitled to unqualified praise.

Captain Miller was afterward appointed to the *Theseus*, which ship he commanded at the Battle of the Nile. (See vol. i. p. 53.) In this action he engaged and blew up the *Timoleon*, from the explosion of which the principal part of the injury suffered on board his own ship was sustained;

tual assistance. The Turks are brave, and, believing the period of their lives appointed, habitually, as it were, regardless of danger; but they are little capable of making resistance against the more artificial warfare of European armies and tacticians. They form a good breast-work, to use a military phrase, but are not to be reckoned upon in any other light.

In the siege of Acra, it was observed, with astonishment and vexation, that the walls, almost abandoned by their natural defenders, were left to the care of the English, while the Turks, by some strange want of judgment, mistake, or peculiarity of generalship, acted in the rear of the enemy, and thus presented themselves at the same moment with the besiegers, to the guns of the allies. Perplexed by the impossibility of sparing their friends while they poured destruction on their foes, the English refrained for some time from discharging their artillery. Distressing as the situation was, it very soon, however, became unavoidably necessary to fire indiscriminately. The French commenced an assault, advanced to the mouths of the cannon, and threw their ladders against the walls, while their companions fell in heaps beneath the stones hurled down upon them by the defenders. The daring intrepidity of the enemy made a sensible impression upon the garrison. In this extremity, recourse was had to stink-pots, a combustible machine filled with sulphur and mealed powder, great numbers of which being thrown among the French they were compelled to retire. Bonaparte led his men several times over piles of dead to a repetition of the fruitless attack; for after the failure of the grand assault just mentioned it is well known that the hitherto victorious Corsican was compelled to relinquish his design\*.

he was also instrumental in securing the *Tonnant*. (vol. i. p. 57.) After having been three days off Jaffa, whither he was dispatched by Sir Sidney Smith, the blue flag was confided to him. This was an honour never before conferred upon a Christian; it imparts the power of a *Pasha* over the subjects of the Porte. The subsequent death of this meritorious officer and worthy man, was occasioned by the blowing up of part of the quarter-deck of the *Theseus*, while lying off Jaffa, whither she had been dispatched by Sir Sidney.

\* The siege of St. John D'Acre lasted, almost without intermission, for sixty days, and was raised on the 20th of May 1799. See *Official Accounts*, vol. ii. p. 159. 620.

To the general feelings of approbation which the conduct of Sir Sidney on this occasion excited in the hearts of his countrymen, the recent debates of Parliament bear unequivocal testimony. His Majesty himself, on the opening of the session, in September following, noticed the heroism of this officer, and the advantage which the nation had derived from his success \*. His Majesty's Ministers, the friends and even the opponents of those Ministers, joined in paying their tribute of applause; and if some of these indulged themselves in hasty deductions from one prosperous event, the future historian will readily forgive the first transports of elated men. The gratitude of the nation, of both Houses of Parliament, was unanimous; and Sir Sidney, with the British officers, seamen, and troops under his command, received a vote of thanks from both branches of the legislature †.

From the termination of this siege to the present time, Sir Sidney has continued on the same station, and amid an unintermitting succession of interesting service. In the latter part of the month of October he accompanied the Turkish Vice-Admiral seyid Ali bey, in a second maritime expedition destined for the recovery of Egypt; but of this enterprise the disastrous recital having been already given, we may be spared a painful repetition ‡.

The events which for the last ten years have crowded themselves upon each other in rapid and numerous succession, render the present period one of the most extraordinary that occurs in the history of the world. This is an observation that must have forced itself upon every man's mind; and of these events, thus numerous and extraordinary, the union, which these Memoirs bring before our view, between the arms of Christians and Mahometans, is not the least remarkable. We hear with an interest almost bordering on amazement, that the sons of the crusaders of Europe, in amity with the followers of the Prophet, the descendants of the Saracens, defended for their new allies the walls of a city of Palestine,

\* See vol. ii. p. 431.

† Vol. ii. p. 432.

‡ Vol. iii. p. 406.

while, to complete the prodigy, an infidel chief was heard to exclaim with rapture, "Brave, brave, Christians!" From the moment in which Bonaparte invaded the shores of Egypt, the grand and nearly primary source of all human knowledge, our ears have listened with unwearied solicitude to every particular of his progress. We gather with avidity the detail which regards the pyramids of the Pharaohs, the palm-trees, and the desert. We read with the most lively sensation that a flag of truce has been presented by an Arabian dervish, our imagination is awakened by the sound of words which, by the association of ideas, bestow a splendour upon our language; and, influenced by these feelings, we dwell with complacency upon every sentence in which they occur.

To follow, however, the almost daily transactions of our countryman, placed in a situation thus favourable to story, to enumerate the services he has rendered the Ottoman Government and his own, to detail the honours that he has in consequence received, were a task too extensive for the present limits. That they are so recent as to be matter of public conversation may be a sufficient apology for the omission; unfortunately, too, all his gallantry and judgment, though exerted with incessant assiduity, have not yet been able to accomplish any decisive event.

Wearied with the hopeless contest, Kleber, who, after the departure of Bonaparte had assumed the command of the French forces, agreed to evacuate Egypt on certain conditions, which were assented to by Sir Sidney, but the whole of the treaty was afterwards declared null and void by Lord Keith, the naval commander in chief on the Mediterranean station, and hostilities of course recommenced.

On this subject, which has become a source of Parliamentary dispute, and which still remains a matter of, perhaps, unavoidable concealment on the one hand, and of reproach on the other, it might seem necessary to speak with much caution and reserve; but, regarding it as one of those untoward accidents which, since no prudence can foresee, nor no skill prevent, an enlarged and honest mind may fearlessly

avow, we shall relate without hesitation a transaction which makes so considerable a figure in Sir Sidney's life, and which presents him to us in a new character, if not, as is asserted by some to be the fact, in a new office.

Whether Bonaparte \*, fired by the extensive design which his subsequent conduct in Europe and his fortune might tempt us to suspect, or wearied with the difficulties and distresses of his situation, a motive which his general character will scarcely permit should be attributed to him ; whether in secret, through a coward's fear, or the rational desire of avoiding his enemies, he fled from Egypt, for the purpose of grasping at the Consular throne, is immaterial in the present instance. Kleber, left in the most trying situation, at the head of a dispirited, if not a murmuring army, by the mysterious, and perhaps disgraceful, absence of a commander, "himself an host," left

" To look upon the hideous god of war with disadvantage,  
To abide," perhaps, " a field,  
Where nothing but the sound of *Hotspur's* name  
Did seem defensible ;"

accepted with eagerness the offer of a safe conduct to France as the condition of evacuating Egypt. A convention to this effect was signed between that General and the Porte, as well as by Sir Sidney on the part of Britain, her ally.

By an accident, certainly to be deplored, a packet of letters, directed from the army to the Government of France, was about this juncture intercepted. The contents of these letters, which purported to represent the actual state of the French in Egypt and Syria, were of such a nature as to induce a persuasion that the enemy could by no means maintain his post, and must immediately submit upon the most unfavourable terms. The consequence of this unhappy discovery was a positive direction immediately issued to

\* It has been said, that during the imprisonment of Sir Sidney, Bonaparte constantly reprobated the conduct of the Directory, in the affair ; and declared that if he had the power he would release him.



the officers on the station, to make no conditions with the French, and to cease hostility only when they should acknowledge themselves prisoners. It has been loudly insisted by some, but it certainly cannot be credited, that ministers were already acquainted with Sir Sidney's convention; they refused, however, to ratify it; they denied the authority of Sir Sidney to enter into the engagement; and in consequence of their instructions, Lord Keith peremptorily informed the French that a passage to France would not be allowed\*. Rendered desperate by necessity, and forced into action against their inclination, Kleber and his followers immediately sought security and relief in the destruction of their enemies; a carnage ensued, in which thousands of the partizans of the Porte were killed, and considerable wealth fell into the hands of the invaders.

The authority of Sir Sidney to sign a convention with the French is a point upon which, of course, no opinion can be given. It has been said in the House of Commons, that he possesses a joint diplomatic power with his brother, who is the English Minister at Constantinople; but by Ministers, to whom the truth or falsehood of such a fact must be known, it is denied. Whether the non-delegation of such power to an officer in his situation, or at least to his brother, the Civil Minister, is to be blamed, is a question on which it would be highly improper in us to decide. The blessings, however, that would have attended the fulfilment of the compact are obvious; the misfortunes that have hitherto followed the breach of it are known. It is easy to conceive that the situation of Kleber might be such as to render his submission indispensable; under the circumstances in which he stood, he might not have a man upon whom he could rely as a soldier, or who could be kept within the bounds of order upon any other promise than that of a speedy departure. It is no less easy to guess the influence which the breach of what was considered the British faith might produce. It might in-

\* See Lord Keith's letter to General Kleber, vol. iv. p. 76.

spire fidelity in the midst of disaffection ; it clearly exonerated their general ; it gave the courage of anger ; and it united all persons concerned by the general bond of necessity. It furnished matter for plausible harangue, a fair pretext for continuing the war ; and softened the view of their surrounding miseries, by changing the alternative of a return to their homes, for that of an enemy's prison.

Such was the immediate influence that the feelings of human nature might lead us to expect from the misfortune. The actual result, is an improvement in the condition of the foe to such an extent as to enable him to refuse a renewal of the convention ; and to place him in such a situation, as to render the prospect of re-conquest obscure. The fate of Egypt still continues undecided, but we may yet hope that at some approaching period, British exertions may effect that service, which, considering the distracted and tottering condition of the Turkish empire, it would hardly be able to effect without powerful assistance.

As it has moreover been said that the situation of Egypt is now almost the only barrier that impedes the return of peace, it is impossible not to feel the utmost regret at any circumstance by which that barrier is still preserved ; yet an impartial judgment will not feel inclined to express its sorrow by condemning the persons by whom the calamity appears to have been innocently caused. An error in the calculation of future events, is a crime which has every claim to pardon ; and a mistake arising from mis-information, where the truth is of difficult access, is a fault for which human nature does not seem to be answerable. If the French were supposed to be utterly incapable of perseverance in their attempt, the natural laws of war directed that the fullest advantage should be taken of their overthrow. Something, perhaps, even in the strictest instructions, ought to have been left to the discretion of an able officer, acting not only on the spot, but in unison with the ally whose immediate interest was concerned. How far, however, such

a rule of state, surveyed in every point of view, might be advisable, must not be hastily determined. All that we can say is, the conduct of Sir Sidney was evidently intended for the best; and if he had not authority to act with promptness and decision in a situation at so great a distance from his superiors, that the time spent in making representations, must in all instances produce the most dangerous delay. As the commander in chief of that part of the British naval force employed to co-operate with the Porte, those only who are unacquainted with the regulations of the naval service may think it strange, that he should be considered subordinate, to an officer totally unengaged in that branch of the war, with whom he could not communicate without a considerable loss of time. For the rest, it has been declared by the administration, that, whether Sir Sidney was authorized or not, had the convention been known it should not have been broken; and that as soon as it was known, counter-orders were sent, agreeing to its fulfilment. Unhappily, those counter-orders arrived too late; as the subsequent success and strength of the French general induced him to refuse submission.

Sir Sidney is at present, according to report, on his passage to England, being succeeded in his command by Sir Richard Bickerton. Whether this be true or not, it is certain that whenever peace, or the want of necessary relaxation, shall call him from a station in which he has gained so many laurels, he will have the enviable felicity of leaving a shore on which foreigners and men of a different creed have learnt to forget, in their just admiration \* of his character,

\* On the 27th of July last, his Highness the Captain-Pacha, on board the Sultaun-Selim, gave a grand entertainment to Sir Sidney, whom, with strong expressions of admiration and attachment, he presented with a valuable scymetar, and, what was considered as the greatest compliment that he could confer on him, one of his own silk flags; a badge of distinction which claims from all Turkish Admirals and other commanders, an equal respect with that which they owe to his Highness the Pacha; such as the ceremony of personally waiting upon him previous to their departure from the fleet, and on their junction with it.

all popular and even religious prejudices. "I am happy," said the same intelligent Frenchman already mentioned, "I am happy in frequent opportunities of seeing Sir Sidney, who is a brave and generous-hearted man, with a fine countenance, and eyes that sparkle with intelligence. His very appearance shows that he has an ardent imagination, which naturally prompts him to form and execute bold and important enterprises; he seems as it were to be born to deserve glory, and to acquire it."

*Heraldic particulars relative to Sir WILLIAM SIDNEY SMITH.*

Sir Sidney's mother was Miss Mary Wilkinson, daughter of Pinkney Wilkinson, an opulent merchant, who had another daughter married to the late Lord Camelford. The union between Sir Sidney's father and mother, which took place in 1760, being effected without the consent of Mr. Wilkinson, the great property left by that gentleman, devolved on Lady Camelford. Previous to Mr. Wilkinson's death, Sir Sidney and his brother being withdrawn from his protection, he cancelled a codicil to his will, by which he had made some provision for them.

Sir Sidney's brother, as has appeared in the course of these Memoirs, holds a diplomatic situation at the Porte.

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[The following interesting paper we have been favoured with by a respectable Naval Officer long employed on the Mediterranean station, which we flatter ourselves will be found highly interesting to our readers, particularly as it accompanies the biographical account of an Officer who has borne so conspicuous a part towards its importance.]

TO THE EDITOR.

SIR,

ON our putting into Lisbon from our last cruise, your very valuable and useful Work was introduced on board, by our Captain, and I assure you met with universal approbation from the whole quarter-deck. On perusal, many scenes and events occurred to our recollection, that we have borne a share in, which, on account of

our being engaged on active service, and for so long a time on this station, were almost obliterated from our minds.

The Toulon Papers we derived great pleasure from, and much admired their accuracy and interest; these, but for your Work, would have been almost forgotten. I assure you the perusal of them brought to our recollection the whole business of the enterprise, which we repeated with much pleasure and wonder; for of that mighty armament lying in Toulon harbour, when we took possession of it, consisting of upwards of thirty sail of the line, and nearly half as many fine frigates, besides a considerable number of other armed ships, few have escaped either being taken, sunk, burnt, or destroyed, by our navy. Your account is tolerably accurate, but if you deem the following paper of sufficient importance for insertion, it will completely sum up the whole of the account to the present time; its authenticity you may rely on. With well-wishes for the success of your undertaking,

I am, Sir, your's,

A NAVAL OFFICER.

*Supplemental and additional Notes to TOULON PAPERS, No. XXI.  
in Volume II. page 297, of this Work.*

#### LIST (A).

| <i>Ships.</i>                         | <i>Guns.</i> | <i>Remarks.</i>                                                                                      |
|---------------------------------------|--------------|------------------------------------------------------------------------------------------------------|
| Le Hereux, should be                  | 74           | { This ship was burnt after the battle of the Nile, by Lord Nelson's orders.                         |
| Le Heureux, -                         |              |                                                                                                      |
| Le Commerce de Bourdeaux, since named | 74           | Blown up in the battle of the Nile.                                                                  |
| Le Timoleon, -                        |              |                                                                                                      |
| Le Dugay Trouin, -                    | 74           | { Set fire to, but not destroyed; she has been detached to Brest by the French since the evacuation. |
| Le Genereux, -                        | 74           | { Taken by Lord Nelson off Malta, Feb, 18, 1800, in attempting to escape from that island.           |
| La Belleisle, -                       | 26           | { Has been detached to Brest since the evacuation.                                                   |
| should be La Bellete,                 | 24           |                                                                                                      |
| La Lampraye, should be L'Empraye,     | 20           |                                                                                                      |

*The two following Corvettes are omitted in this List.*

|               |    |                                                                                                                       |
|---------------|----|-----------------------------------------------------------------------------------------------------------------------|
| Le Pluvier, - | 20 | { Sent by Lord Hood with four sail of the line to Brest, with disaffected seamen.                                     |
| La Sardine, - | 22 | { Had been taken from the Sardinians at the commencement of the war, since taken by the Egmont off Tunis, March 1796. |

## LIST (C).

| <i>Ships.</i>                                  | <i>Guns.</i> | <i>Remarks.</i>                                                                                                                                                                                                                  |
|------------------------------------------------|--------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Le Mercure, - - -                              | 74           | { This ship was burnt after the battle of the Nile, by Lord Nelson's orders.                                                                                                                                                     |
| La Couronne, - - -                             | 80           | { She was not destroyed on the 18th of December, 1793; but was repaired, and taken in an action with Admiral Hotham's fleet off Corsica in 1794, under the name of Ca Ira, and was afterwards burnt by accident at St. Fiorenzo. |
| Le Dictateur, - - -                            | 74           | { Not destroyed, but afterwards detached to Brest by the French.                                                                                                                                                                 |
| Le Languedoc, - - -                            | 80           | { Burnt and destroyed at Toulon the 18th of December 1793.                                                                                                                                                                       |
| Le Censeur, - - -                              | 74           | { Left at Cadiz in 1799, not being able to proceed with the combined fleet, the Spaniards giving them the Saint Sebastian, 74, in lieu, which they took with them to Brest.                                                      |
| Le Guerrier, - - -                             | 74           | { Burnt by Lord Nelson's orders after being taken in the Battle of the Nile.                                                                                                                                                     |
| Le Souverain, now }<br>called Le Guerrier, }   | 74           | { Cut down and employed as sheer-hulk at Gibraltar.                                                                                                                                                                              |
| L'Iphigenie, - - -                             | 32           | { Destroyed on the 18th of Dec. 1793.                                                                                                                                                                                            |
| L'Alerte, brig, now }<br>called The Minorca, } | 16           | { Taken by Lord Keith's fleet off Genoa, in July 1799. The ship ran on shore by the Flora, off Brest, must consequently be another of the same name.                                                                             |
| La Bretonne, - - -                             | 28           | { Now belonging to the Brest Department.                                                                                                                                                                                         |

## BUILDING.

One ship, named Le }  
Barras, - - - } 74 Has been since detached to Brest.

*For one Frigate read two Frigates.*

La Diana, - - - 48 Taken at the capture of Malta, 1800;  
La Minerve, - - - 44 { Taken by the Dido and Lowestoffe,  
June 1795.

## LIST (D).

Le Duquesne, - - - 74 { Detached to Brest by the French  
since the evacuation.  
La Junon, now called } 40  
Princess Charlotte, }  
La Vestale, - - - 40 { Taken by the Clyde off Bourdeaux,  
August 1799.

*Resapitulation of the Number of Ships belonging to the Department of Toulon, at the time Lord HOOD entered that Port; and the Number taken and destroyed while in Possession, and since the Evacuation.*

|                                                                                                                                                                                                        | Ships of the line. | Frigates. | Corvettes. |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-----------|------------|
| Total number of ships in Toulon when taken possession of, - - - - -                                                                                                                                    | 31                 | 13        | 14         |
| Total stationed in the Levant, Corsica, &c. including one corvette taken from the Sardinians, - - -                                                                                                    | 1                  | 10        | 6          |
|                                                                                                                                                                                                        | 32                 | 23        | 20         |
| <i>How disposed of.</i>                                                                                                                                                                                |                    |           |            |
| Sent as cartels to the ports in the Atlantic, September 1793. - - - - -                                                                                                                                | 4                  |           | 1          |
| Taken into the British service previous to the evacuation, besides eleven xebecs, gun-boats, and galleys, - - -                                                                                        |                    | 2         | 5          |
| Taken into the Spanish service, - - - - -                                                                                                                                                              |                    |           | 1          |
| Given to the King of Sardinia, as a compensation for one taken from him; she was afterwards taken by the French, and from them again by the Centaur, June 1799, - - - - -                              |                    | 1         |            |
| Brought away by Lord Hood at the evacuation, - - -                                                                                                                                                     | 3                  | 3         | 2          |
| Burnt and totally destroyed at the evacuation, - - -                                                                                                                                                   | 8                  | 3         | 2          |
| Burnt by accident at Leghorn, - - - - -                                                                                                                                                                | 1                  |           |            |
| Taken, burnt, sunk, or destroyed since the evacuation (exclusive of Le Censeur, which has been since retaken and exchanged with the Spaniards for the Saint Sebastian, of 74 guns, now at Brest, - - - | 11                 | 14        | 3          |
| The above ship accounted for, - - - - -                                                                                                                                                                | 1                  |           |            |
| Detached to Brest since the evacuation, - - - - -                                                                                                                                                      | 4                  |           | 2          |
| Supposed still to exist in the French service in the Mediterranean, - - - - -                                                                                                                          |                    |           | 4          |
|                                                                                                                                                                                                        | 32                 | 23        | 20         |
| Taken by Lord Hood's fleet previous to the capture of Toulon, - - - - -                                                                                                                                |                    |           | 1          |
| Still existing in the French service in the Mediterranean, and ports of the Atlantic, - - -                                                                                                            | 8                  |           | 7          |
| Exchanged with the Spaniards, - - - - -                                                                                                                                                                | 1                  |           |            |
|                                                                                                                                                                                                        | 9                  |           | 7          |

*Account of the Signals made at Bambrough Castle in the County of Northumberland, in case Ships or Vessels are perceived in distress, and of the Charitable Institutions established there for their Assistance and Relief, first published by the Direction of the Trustees of Nathaniel late Lord Crew, with the Approbation of the Master, Pilots, and Seamen, of the Trinity House, Newcastle.*

#### SIGNALS.

1. **A GUN** (a nine-pounder), placed at the bottom of the tower, to be fired as a signal in case any ship or vessel be observed in distress, viz.

Once, when any ship or vessel is stranded or wrecked upon the islands, or any adjacent rock.

Twice, when any ship or vessel is stranded or wrecked behind the castle, or to the northward of it.

Thrice, when any ship or vessel is stranded or wrecked to the southward of the castle, in order that the custom house officers and the tenants, with their servants, may hasten to give all possible assistance; as well as to prevent the wreck from being plundered.

2. In every great storm two men on horseback are sent from the castle to patrol along the coast from sunset to sunrise, that in case of any accident one may remain by the ship, and the other return to alarm the castle. Whoever brings the first notice of any ship or vessel being in distress, is entitled to a premium in proportion to the distance from the castle, and if between twelve o'clock at night, and three o'clock in the morning, the premium to be double.

3. A large flag is hoisted when there is any ship or vessel seen in distress upon the Fern Islands or Staples, that the sufferers may have the satisfaction of knowing their distress is perceived from the shore, and that relief will be sent them as soon as possible. In case of bad weather, the flag will be kept up, a gun fired morning and evening, and a rocket thrown up every night from the north turret, till such time as relief can be sent. There are also signals to the Holy Island fishermen, who, from the advantage of their situation, can put off for the islands, at times when no boat from the main land can get over the breakers. Premiums are given to the first boats that put off for the islands to give their assistance to ships or vessels in distress, and provisions and liquors are sent in the boats.

4. A bell on the south turret will be rung out in every thick fog as a signal to the fishing-boats, and a large swivel, fixed on the east turret, will be fired every fifteen minutes as a signal to the ships without the Islands.



5. A large weather-cock is fixed on the top of the flag-staff, for the use of the pilots.

6. A large speaking-trumpet is provided, to be used when ships are in distress near the shore, or are run aground.

7. An observatory or watch-tower is built on the east turret of the castle, where a person is to attend every morning at day-break during the winter season, to look out if any ships are in distress.

8. Masters and commanders of ships or vessels in distress, are desired to make such signals as are usually made by people in their melancholy situation.

*Assistance, Stores, and Provisions, prepared at Bambrough Castle, for Seamen, Ships, or Vessels, wrecked or driven ashore on that Coast or Neighbourhood.*

1. Rooms and beds are prepared for seamen shipwrecked, who will be maintained in the castle for a week (or longer, according to circumstances), and during that time be found with all manner of necessaries.

2. Cellars for wine and other liquors from ship-wrecked vessels, in which they are to be deposited for one year, in order to be claimed by the proper owners.

3. A store-house ready for the reception of wrecked-goods, cables, rigging, and iron. A book is kept for entering all kinds of timber and other wrecked goods, giving the marks and description of each, with the date when they came on shore.

4. Four pair of screws for raising ships that are stranded in order to their being repaired. Timber-blocks and tackles, handspikes, cables, ropes, pumps, and iron, ready for the use of ship-wrecked vessels.

*N. B.* But if taken away to be paid for at prime cost.

5. A pair of chains, with large iron rings and swivels, made on purpose for weighing ships (of 1000 tons burden), that are sunk upon the rocks or in deep water.

*N. B.* These chains are to be lent (*gratis*) to any person having occasion for them, within forty or fifty miles along the coast, on giving proper security to re-deliver them to the trustees.

6. Two mooring-chains of different lengths are provided, which may occasionally be joined together when a greater length is required.

7. Whenever any dead bodies are cast on shore, coffins, &c. will be provided gratis, and also the funeral expences paid.

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*Beard & Harbison?*

*Beard & Harbison?*

## DESCRIPTION OF PLATE XLVII.

THE annexed Plate is a representation of the interior harbour of Brest. In the distance, inclining to the left, is seen the dock-yard, with the sheer-hulk, and vessels of war in ordinary. Extending towards the right is the town with its fortifications. To the left, approaching the fore-ground, is the guardship; and on the right a frigate is seen proceeding to sea. For a view of the outer harbour see vol. i. page 144.

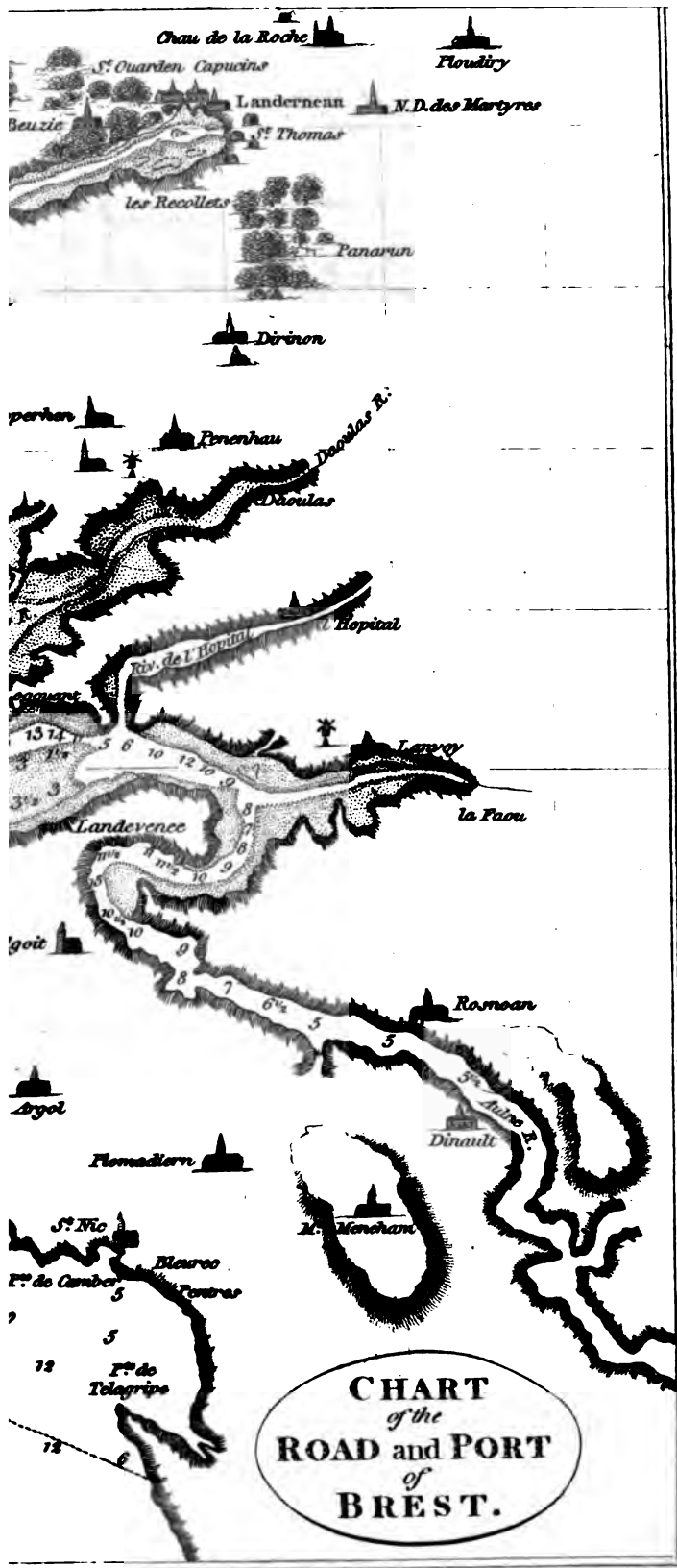
## TOPOGRAPHICAL DESCRIPTION AND HISTORY OF BREST.

THIS port, which is the principal naval *dépot*, or arsenal, belonging to France, on the side of the Atlantic; or, as it might, perhaps, with truth be added, throughout the whole of its territory, is situated in long.  $13^{\circ} 9' 10''$  lat.  $48^{\circ} 22' 25''$ . To the N. W. of St. Matthews, which forms the north point of the Bay, at the distance of little more than four leagues N. W. lies the island of Ushant, between which and the coast, are a number of rocks and small islands, which would render the passage of a fleet between that and the main, extremely difficult and dangerous. Almost at the entrance of Brest harbour, are two bays nearly opposite each other; that to the northward, called Berthaeume Road, that to the southward, Camaret Bay. The whole of the coast is extremely well fortified, and defended by innumerable batteries. The harbour is capacious, and the port furnished with immense magazines for the reception of naval stores of every kind. The rope-yards are extensive. The store-houses, the docks, and every other necessary contrivance and erection for the equipment of a fleet, have been rendered as perfect, probably, as human ingenuity and the liberal expenditure of an immense sum could effect. The town itself is extremely well fortified according to the system of Vauban, and a very considerable part of the works were constructed under the actual inspection of that celebrated engineer. Its labours, however, under the same species of inconvenience which prevents the town of Toulon from being tenable against a besieging army, sufficiently strong to defy any efforts that can be made by the country itself to afford a diversion in its favour. An invading force, powerful enough to gain possession of the heights on the land side, after having made good its landing to the northward of the town, and marched a short distance across the country for that purpose, would in a very short time compel this important fortress to surrender, or reduce it to a heap of ruins.

Some attempts on this important place have heretofore been made by the English, but they have all of them been rashly undertaken

and have therefore failed. The most formidable of these took place in the year 1694; when William III. very inadvisedly ordered an attack to be made on it by a detachment from the main fleet, then commanded by Admiral Russel. The Lord Berkeley, who was the ill-fated officer destined to attempt the execution of this perilous enterprise, parted company with the rest of the armament on the 5th of June. The force put under his orders, was, it must be confessed, extremely formidable. It consisted of no less than twenty-nine English or Dutch ships of the line, independent of a very sufficient portion of frigates, fire-ships, machine vessels, tenders, and bomb-ketches. After some consultation, it was determined the landing should be attempted in Camaret Bay; for it was considered by all persons impracticable for the ships to penetrate farther. The forts and batteries of the enemy having been previously reconnoitred by the Marquis of Caermarthen, eight ships of the line, English and Dutch, were ordered to bring to against the different batteries, and cover the landing. One of the ships, finding her station far too warm, very improperly deserted the post assigned to her; the remainder, however, proceeded to their several posts, and were placed by the Marquis with the greatest ability and judgment. The enterprise was unfortunately discovered, though too late to prevent mischief, to be far more dangerous than it had ever been considered. Exclusive of those numerous batteries, the existence of which was known to the assailants, several others still more formidable on account of their concealed situation, and the very heavy guns mounted thereon, opened on them the instant they commenced their attack. This being an enemy totally unexpected, had considerable effect in frustrating the expedition. The fire from the forts, however, being in some measure silenced, the first dis-embarkation of troops, which amounted to no more than eight hundred men, commanded by General Tallmash in person, rowed toward the shore. Here fresh misfortunes befel them, and completely put an end to the whole attempt. The boats stuck fast on the mud, and a body of troops posted behind the intrenchments, more numerous than that of the assailants themselves, not only drove back to their boats the very small portion which were able to effect their landing, but destroyed the remainder, while remaining so fair a mark for slaughter, without their ever being able to extricate themselves from their perilous situation. In short, of the eight hundred which attempted to make the assault, nearly seven hundred were either killed, wounded, or taken prisoners. The General himself, a man of the most distinguished character, received a wound in his thigh, which unhappily proved mortal in a very few days afterward. The ships employed in the attack were scarcely less unfortunate. The Monk, of 60 guns, lost every yard and sail she had, and was so materially





damaged in her hull, that it was with the utmost difficulty she was prevented from foundering. A Dutch ship, of thirty guns, called the *Wesep*, having twelve feet water in her hold, was through necessity abandoned, and soon afterward sunk; exclusive of this loss the remainder of the whole detachment had sustained so much injury as not to be brought off without considerable difficulty. Since that time, the British, warned by the fatal experience of this misfortune, have confined themselves in time of war, to the mere blockade of the port, which the enemy, particularly during the present hostilities, have found themselves compelled to submit to, without making the smallest attempt to retrieve their honour or prevent a repetition of disgrace.

#### DIRECTIONS FOR ENTERING THE PORT OF BREST.

THOSE who wish to enter the Bay of Brest, may run along the coast on either side with safety; but not through the mid-channel, on account of the rocks called the *Fillets*, which are only perceptible at low water, as also of one, called the *Mingan*, which, except at high water, is always above the surface. Those who come from the northward, should keep along the north coast, carefully, but without apprehension; and such as run in from the southward, should in the same manner coast along the *Camaret* side, keeping the castle of Brest always within sight. Without the point of *Penaleuch*, when the two steep points which stand close together on the coast to the east of *Camaret*, are made, and the castle of Brest is lost behind the point of *Penaleuch*, a vessel is in danger of being on the *Fillets*. Between the *Fillets* and the *Mingan*, the passage is extremely dangerous; numerous rocks being concealed beneath the water. When the Bay is open you may cast anchor at pleasure, in eight, ten, fifteen, or sixteen fathom water: the bottom is mud. The tide flows for four hours and a half, and rises five fathoms perpendicularly.

#### CHART OF THE ROAD AND PORT OF BREST.

THIS excellent Port, which forms the grand receptacle for the French Marine on the side of the Atlantic, is situated in the province of Brittany; it is, perhaps, one of the most commodious in Europe; for in the part called the road, the whole of that navy, when in its most flourishing state, which France possessed, might lye in the most perfect safety, in a complete state of equipment for immediate service. The annexed chart may be considered as one of the most accurate existing, the soundings and every other particular given, being derived from an actual survey.



## PHILOSOPHICAL PAPERS.

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*Experiment concerning the luminous Appearance of the Sea. From the Journal of the Marquis de COURTANVAUX.*

THE sea near Calais and Boulogne is subject to the quality of being luminous in the night. In some particular parts of it, every stroke of an oar excites this luminous appearance, but at the distance of, perhaps, twelve feet from thence, it ceases, but re-appears again at a little farther distance. What is the nature and cause of this? Is it caused by any little animals, or, as some pretend, by the spawn of fish. M. Rigaud maintains that it arises from real animalcules. One should suppose that a microscope might determine this, but the misfortune is, that the experiment is difficult to make, for it is not easy to catch hold of these atoms so as to place them properly within the microscope; M. Courtanvaux at least could not succeed in it, he discovered, indeed, some animalcules with little feet or fins, but M. Rigaud says, that these are not the objects in question. They therefore tried another, which M. Rigaud pointed out to them, this was by placing a glass of this sea water upon a table in the dark; on shaking it, the luminous appearance began, and disappeared as soon as it was again at rest. M. Rigaud then poured in some vinegar, the luminousness immediately began seemingly with greater vivacity than before, but after some minutes disappeared altogether, and it was impossible to excite it again, although they agitated the glass ever so much. Hence M. Rigaud concludes that the acid killed the animalcules.



*Account of a very extraordinary Marine Production found at the Island of Barbadoes.*

### DESCRIPTION OF THE ANIMAL FLOWER.

AS in man, the most perfect part of the sublunary creation, there are apparently seen several different degrees of perfection both of body and mind, and in animals the sagacity of some is evidently superior to that of others, so likewise in this seemingly-confused species of animal life, and vegetable appearance, the chain gradually descends with a surprising mixture of connexion.

Whoever hath leisure and abilities to pursue a general inquiry of this nature, will soon find that this progressive series runs through the whole creation; from the most exalted genius to the almost senseless

idiot; from the most sagacious sensible creature to the almost insensible muscle; from the towering cedar to the hyssop springing from the wall, or the humble moss.

Such is that universal harmony and connection which runs through the numberless ranks and orders of beings, till we come at last to inanimate matter.

This surprising creature that I am to treat of, hath for a long time been the object of my own silent admiration, and it would even now be thought chimerical to mention much more in description of the qualities of so strange a phenomenon, if the polypus of late years had not afforded a surprising instance of Almighty Power.

The cave that contains this animal, is near the bottom of an high rocky cliff, facing the sea in the north part of the Island of Barbadoes in the parish of St. Lucy; the descent to it is very steep and dangerous, being in some places almost perpendicular; and what adds an horror to this dreadful situation is, that the waves from below almost incessantly break upon the cliff, and sometimes reach its highest summit.

As soon as you are freed from this complicated apprehension of danger (in your way down), you enter a cave spacious enough to contain five hundred people. The roof of this is in some places imbossed with conglaciated incrustations, intermixed with small tubes; through whose extremities a small quantity of the most limpid water drops.

From this you enter another cave, small in comparison of the former. The bottom of this is a natural bason of water of about sixteen feet long and twelve in breadth; this at low water is about eleven feet perpendicular height from the sea, which, when the wind is high on that point, dashes into it, so that the water in it is entirely salt, except a small mixture of fresh which ouses and drops through the roof of the cave.

In the middle of this bason there is a fixed stone or rock (as I shall call it), which is always under water.

Round its sides at different depths (seldom exceeding eighteen inches), are seen at all times of the year several seemingly fine radiated flowers of a pale yellow, or a bright straw colour, slightly tinged with green.

These have in appearance a circular border of thick set petals\*, about the size of, and much resembling, those of a single garden.

\* Petals are the fine coloured leaves which compose in a marigold, and in such like flowers, the yellow circular border. They are called petals to distinguish them from the green leaves of the plant.

marigold, except that the whole of this seeming flower is narrower at the discus or setting on of the leaves, than any flower of that kind.

I have often attempted to pluck one of these from the rock, to which they are always fixed, but could never effect it, for as soon as my fingers came within two or three inches of it, it would immediately contract and close together its yellow border, and shrink back into the hole of the rock, but if left undisturbed for the space of about four minutes it would come gradually in sight, expanding, though at first very cautiously, its seeming leaves, till at last it appeared in its former bloom; however, it would again recoil with a surprising quickness when my hand came within a small distance of it.

Having tried the same experiment by attempting to touch it with my cane, and a small slender rod, the effect was the same.

These were strong appearances of animal life, yet as its shape and want of local motion classed it among vegetables, I was for some time in suspense, and imagined it might be an aquatic sensitive plant; and though its contraction to avoid the touch was quicker than any plant of that kind, yet as its seeming leaves might be, and in reality were, of a far thinner and more delicate texture than those of any plant, and as water is eight hundred times heavier than air, the sudden weight of so thick a medium, by its undulation, caused by the pressure of my hand or stick, might very well account for its sudden contraction.

This was my opinion till a subsequent visit cleared my doubts, for I plainly saw four dark coloured resemblances of threads, something like the legs of the spider, rising out of the centre of what I have termed a flower. Their quick spontaneous motion from one side to the other of this circular yellow border of seeming leaves (which in reality were so many arms or feelers), and their closing together in imitation of a forceps, as if they had hemmed in their prey (which the yellow border likewise soon surrounded and closed to secure), fully convinced me that it was a living creature.

Its body at a distance appears to be about as big as a raven's quill, and of a blackish colour, one end sticking to the rock, the other extending a very small distance from it, and encircled round with a yellow border, as above described.

Thus what in its first appearance seems to be of the vegetative kind, by its motion and quick sense of self preservation, proves an animal.

\* Though I could not by any means contrive to take or pluck from the rock one of these animals entire, yet I once cut off (with a knife which I had for a long time held out of sight near the mouth of the hole out of which one of these animals appeared), two of those seeming leaves; these when out of the water retained their shape and colour, but being composed of a membrane-like substance surprisingly thin, it soon shrivelled up and decayed.

Now since the same wisdom and goodness which give being to creatures, often preserve them in that existence, by ways and means as wonderful as their creation was before; this leads me to offer a probable conjecture why God's amazing providence (which doth nothing in vain) endued the arms or feelers of this animal with a fine yellow colour, and hath ordained it to differ in this particular from the several tribes of fungous animals that are always found cleaving to the rocks in the sea.

As these latter may be fed with spawn or some animalcules which the flux or reflux of the waves may throw in their way, there was no need of any uncommon means to entice their prey (if animals) within their reach, whereas the water in the cave is for the most part void of any motion that can convey food for these animals; therefore there was a necessity of some extraordinary temptation to allure their prey within their power to seize it, otherwise they might have starved in the midst of plenty.

To this end, that Divine Goodness which fills every thing living with plenteousness, has finely devised this providential stratagem (if I may be allowed the expression), and given these animals that fine transparent colour to be a means of providing for them their daily food; for as bright rays of light (or some thing similar in its effect), are very inviting to several animals, especially those of the aquatic kind; the beautiful colour of this circular border, may serve as a decoy for very young fish or other animalcules to divert themselves (as flies about the flame of a candle), in swimming about the verge of this seemingly harmless flower, until they come within the circle, when these bright leaves in appearance, prove in reality so many arms or feelers, that with a quick motion close together and surround their prey, which being thus secured, is conveyed to the mouth as above mentioned.

There are likewise on the uppermost part of the rock in the above described bason, innumerable clusters of what are here called water-bottles, very much resembling scattered clusters of unripe grapes, the outside consisting of a bluish skinny ligament like that of a grape; the inside full of water, somewhat turbid.

Among these also, are a great number of animal flowers of the same species with the yellow large ones. These to be described, are likewise fixed to the rock, not in a hole as the above-mentioned, but sticking to the surface among these water-bottles, and generally not above nine inches under water.

The leaves or rather feelers of these are of a greyish purple colour, variegated with black spots. Their motion likewise to avoid the touch is not so quick.

Having plucked one of these from the rock, I perceived the body, which was about an inch long, to have, whilst between my finger and thumb, a sensible vermicular motion. The feelers likewise which decorated one end of it, when exposed to the air, shrunk up and remained as lifeless; but as soon as the whole was dipped in their proper element, the water, they would immediately, as it were, assume a new life, and appear again in their full vigour.

Soon after the discovery of these surprising animals, a great number of people came to view them; but as this was attended with some small inconveniency to a person through whose land they were obliged to pass, he, therefore, to get rid of the company, resolved to destroy the object of their curiosity; in order to do so effectually, he took a piece of iron prepared for that purpose, and then carefully bored and drilled every part of the holes where these seeming flowers were bred, but to his great surprise, they in a few weeks appeared again issuing from the same holes.

Let us here for a while stop and see whether our boasted reason can find out how even a latent principle of life can be preserved after the whole organic body is torn to pieces.

When we see this animal in a short time after resuscitate, and appear in its former proportion, beauty, and life, can we, after such an ocular demonstration of so astonishing a change of a creature destined for this life only, and removed (in all appearance) but a few degrees from the vegetable creation, any longer entertain doubts about the possibility of another doctrine of a far greater consequence; and as every past age has been, so, undoubtedly, every future will be blessed with some surprising new discovery of God's unsearchable power and wisdom.

Our own has produced a wonderful instance of this, for what sceptic some years ago would have believed the possibility of so extraordinary a production as the polypus. Who would not have said, with the unbelieving Jews in the wilderness, can God do this? and yet we find that this surprising generation is now a known matter of fact.

That the above mentioned conjecture about the use and efficacy of its colour is not groundless, may be made still more evident by many analogous striking instances.

For these ingenious gentlemen, Mr. Turberville Needham and Mr. Trembley, observe, that polype and aquatic insects kept in glass vessels, by excluding the light from every part except one little opening, after some time, all assembled at this opening, and yet these polypes have not perceptibly to the strongest magnifier, any organ that in the least resembles eyes.

If light is, therefore, so attractive to these animals, which are visible, why may it not be likewise so to other animalcules to us imperceptible? And may we not further suppose that the appearance of the former towards the light may be in search of these animalcules, their destined prey.

But in what manner the rays of light affect these animals, whether by its motion acting upon their whole exceedingly delicate nervous system, which like the retina of the human eye, is in every part sensitive, is, I believe inexplicable.

Where sight is apparently wanting, as in the polypus, a delicacy of touch may, for ought we know, and indeed, in all probability, doth take up the gradual chain, and in a surprising manner supply its place.

Such is the insensible gradation which is progressively continued by imperceptible degrees through the whole creation, from animate to inanimate, rational to irrational, that we know not where precisely to determine their respective boundaries. In like manner light and darkness, motion and rest, we speak of as things very different and opposite; yet no one will presume to say what is the precise and absolute boundary between languid motion and absolute rest, or determine the period where the last dying sound expires in dead silence.

Perhaps this gradual chain and connexion terminates not with sublunary things, but may be progressively continued far above the ken of the most exalted genius, or even the comprehension of, perhaps, celestial beings, till all-created perfection is lost in him who is perfection itself.

#### THE SMALL BLUISH ANIMAL FLOWER.

These grow in clusters upon the rocks between high and low water mark. The edges of each are composed of a circular border of small fistular thread-like brown petals (if I may so call them,) surrounding a fungus substance of about the breadth of an English silver two-pence, and of a bluish-green colour. This species is by far less quick in avoiding approaching danger than those already described, consequently their organs of sensation are less perfect, for they will suffer themselves to be touched before their guardian petals close together to defend or preserve the whole. I have observed a larger sort of the same species, having their brown petals or arms longer than the above described, as well as of an irregular unequal length. These likewise gradually lessen in their sensitive perfection, and are generally found at some distance under water, whereas the former in neap-tides are often for a short time exposed to the air, and that seemingly without any prejudice.

## NAVAL LITERATURE.

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*A Voyage to the East Indies, containing an Account of the Manners, Customs, &c. of the Natives, with a Geographical Description of the Country, collected from Observations made during a Residence of thirteen Years, between 1776 and 1789, in Districts little frequented by Europeans. By Fra. Paolinino da San Bartolomeo, Member of the Academy of Velisri, and formerly Professor of the Oriental Languages in the Propaganda at Rome. With Notes and Illustrations by John Reinhold Forster, LL. D. Professor of Natural History in the University of Halle. Translated from the German by William Johnston. Octavo. pp. 478. Price 8s. 1800. Vernor and Hood.*

THIS Book is of the most valuable kind, without displaying any of those literary embellishments, through the aid of which it has been, not unfrequently, the practice to swell out a trifling portion of knowledge or amusement into the pompous dress of Imperial quarto. It gives to the world at the most moderate expence, as much real information as would, according to the accustomed manufacture of productions having a similar tendency, we had nearly said, warrant an impost on public curiosity of ten times the amount. This book is replete with interest, and in an age like the present, when the highest honours to which a literary candidate for fame appears to aspire, are well-turned periods, elegance of diction, a well chosen type, and a margin of extravagant breadth, such a production is certainly necessary, were it for no other purpose than that of rescuing the age from the charge of encouraging frivolity. The curious account of the method practised by the natives in carrying their boats through a surf impassable by the means practised in more civilized countries, deserves particular attention.

“ On the 26th of June I left the ship about noon, and, in company with M. Bertand the Captain, went on board a small Indian vessel of that kind called by the inhabitants *shilinga*. As it is exceedingly dangerous and difficult to land at Puduceri and Madraspatnam, these *shilingas* are built with a high deck, to prevent the waves of the sea from entering them. This mode of construction is, however, attended with one inconvenience, which is, that the waves beat with more impetuosity against the sides; raise the *shilinga* sometimes towards the heavens; again precipitate it into a yawning gulph,

and, at length, drive it on shore with the utmost violence \*. In such cases the vessel would be entirely dashed to pieces, if the mucoas, or fishermen, who direct it, did not throw themselves into the sea, force it back by exerting their whole strength, and in this manner lessen the impetuosity of the surf. I was greatly alarmed before I reached shore; and was so completely drenched by the waves, that the water ran down my back."

"In order that our departure might not be delayed, we got every thing ready to go on board on the 21st, at a time when there was a very hollow sea. In that neighbourhood the waves are sometimes so furious that they tear up trees on the shore, and hurry them along with them into the harbour of Puduçeri; we employed therefore a *shilinga* to convey us to the ship. Besides such articles as were necessary for my voyage, I carried with me a small packet containing two thousand scudi sent from Rome for the missionary establishment on the coast of Malabar, and which was entrusted to my care. When Father Medardus, who was fond of a joke, saw this packet, he observed that I had done a very imprudent thing in taking it with me, as the Capuchins generally experienced some misfortune when they carried money with them. "And as that is the case," said he, "I would rather dispense with your company and pursue my voyage alone." We rallied each other on this subject, and got on board about five in the afternoon. The crew, who seemed to be expert seamen, avoided with great dexterity the first wave that dashed itself against the mast; but the sea raged with the utmost fury; and as these people were obliged to row in an opposite direction, their strength was soon exhausted. We, however, got over the second billow, after great labour and exertion; but the third and most dangerous beat with such impetuosity against our *shilinga*, that it was thrown on its end, and stood almost in a perpendicular direction. Just as this happened we were all in the fore part of the vessel. Every thing in the *shilinga*, therefore, rolled over us; the waves forced themselves into it, and we were surrounded by chests, casks, and bales all in confusion, so that we could not stir. As if struck by lightning, we stood pale and motionless, staring at each other, without

\* On the flat coast of Coromandel there are no harbours; and, for that reason, neither people nor goods can be conveyed on shore from ships but in these *shilingas*. This labour is very dangerous even for such small vessels, as the flatness of the coast for so great an extent renders the breakers extremely violent. The English, in all their wars, have lost many of their ships for want of a harbour on the eastern coast; and therefore it is of the utmost importance to them to have possession of the excellent, safe, and spacious harbour of Trincomalee on the east side of the island of Ceylon.



being able to utter a single word. Our rowers, who had been thrown into the sea, clung to their oars, or endeavoured by swimming to overcome the waves, while we almost gave ourselves up as lost. The third wave at length disappeared; our *shilinga* again recovered its proper position; our rowers got back to their places; and being all gradually freed from our terror, we returned thanks to God for having rescued us from the jaws of death."

Nor is the philosophical explanation of the reason why that portion of sea nearest the equator, contains a greater quantity of salt than any other part of it, less attractive.

"The Brahmans are not ignorant that the sea, under the equator, is much saltier than towards the poles; but they explain this physical phenomenon by a very ridiculous fable, for they say that Cashyaba, one of their munis (who is nothing else than the star which we call Canopus), lets his urine fall into the sea under the equator, which is never the case in the neighbourhood of the north pole. The real cause why it was established by the all-wise Creator of the world, that the sea at the equator should contain a greater quantity of salt than elsewhere, and that it should be exposed to greater agitation from its flux and reflux, and also from strong currents, winds, and storms, was undoubtedly to prevent the atmosphere from being corrupted and impregnated with infectious vapours in so hot a climate, and to render that part of the world as agreeable a residence for man as either of the poles, where, on account of the severity of the cold, no corruption can take place."

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### Naval Poetry.

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#### VERSES

BY GEORGE KEATE, ESQ.

TO

CAPTAIN BLIGH.

*On reading his Narrative of the Mutiny on board the Bounty, and of his Passage (in an open Boat) across the Pacific Ocean.*

THOSE who their dubious track thro' oceans urge,  
And face the perils of the changeful main;  
Who brave the tempest's howl, and foaming surge,  
So slow'd great Israel's harp in plaintive strain:  
Such, God of Nature! mark thy dread controul,  
Curbing or letting loose the warning wind,  
In terrors bid the waves licentious roll,  
Or in a calm their chrystal surface bind,

By turns anxiety, fear, hope, dismay,  
 The mariner's conflicting bosom rend;  
 While dangers, black with fate, obstruct his way,  
 And half his wonted fortitude unbend.  
 Yet scenes far more severe may meet his eye,  
 Scenes over which humanity must weep,  
 When mutiny, renouncing ev'ry tye,  
 Makes man to man, more hostile than the deep.

With the fell spirit of the first-born wretch,  
 Who 'gainst a brother rais'd his murd'rous hand,  
 When power usurp'd its rebel arm dares stretch,  
 Th' unaided ruler can no more command;  
 Then ev'ry chain of social life is broke,  
 Afloat each passion of the alien'd heart;  
 E'en kindest deeds recall'd, but more provoke,  
 As more the traitor's pain'd by mem'ry's smart.

Say, gallant sailor, what were thy alarms,  
 When round thy bed the ruffian band appear'd;  
 Guilt in each look; binding thy captur'd arms,  
 And led by one thy fost'ring hand had rear'd;  
 Then turn'd adrift upon the ruthless wave,  
 Far, far remov'd from every friendly shore.—  
 To meet, thro' ling'ring death, a certain grave,  
 Or combat horrors scarce conceiv'd before.

Say, how remembrance pictur'd to thy view,  
 Those ties of love no distance can efface;  
 How to thy agonizing fancy drew,  
 Thy widow'd partner, and thy helpless race.

No, shift the thought—and rather say, what rays  
 Of hope shot round thee by a hand Divine;  
 Bade thee thy spirits 'midst the struggle raise,  
 And whisper'd, preservation might be thine.  
 And thine it was; beaming from thee to all,  
 The same bright hope their drooping strength sustain'd;  
 The sufferings that oppress'd could not appal,  
 And Timor's long-sought coast at last was gain'd.

With what sensation did each heart then melt,  
 The past, as well as present, seem'd a dream;  
 Thy mercies, Providence, so strongly felt,  
 As must to Life's last moment be their theme;

No stranger then to toil, for at his side,  
 Whose thirst for glory prob'd the southern pole,  
 Thy youth adventur'd, each distress defy'd,  
 Proud on his banner thy own name t' enrol.

O gallant sailor, urge thy bold career;  
 If the prophetic Muse aright foresee,  
 Thro' seas untry'd, thou still thy course may steer,  
 And what Cook was, hereafter, Bligh may be.  
 Where cannot Britain's dauntless sails extend?  
 Go, search out tracts, and nations yet unknown,  
 'Midst her proud triumphs some fresh laurels blend,  
 And with thy country's fame augment thine own.

~ ~ ~  
 ELEGY

*On the Death of some Sailors, ship-wrecked on the Coast of Cornwall.*

**H**ERE lie in peace, life's changeful voyage o'er,  
 The tired wanderers of the faithless main;  
 They find a shelter on that peaceful shore,  
 Where rest the weary from their toil, and pain.

With courage fir'd, at honour's great command,  
 They left the bowers of indolence and ease,  
 Forsook the pleasures of their native land,  
 And plough'd, with dauntless heart, the foaming seas.

Britannia's thunder, dreadful to the foe,  
 Unwearied o'er the pathless deep they bore;  
 Full oft they aim'd the well-directed blow,  
 Full oft they bid the murd'ring cannon roar.

Amid the scenes of danger, and of death,  
 Where hostile squadrons meet in dread array,  
 Dauntless they stood, prepar'd to yield their breath,  
 Or follow still, where danger led the way.

The fierce extremes of every clime they bore,  
 The burning rage of equinoctial skies,  
 Or where the polar billows ceaseless roar,  
 Where horrid mountains piled of ice arise.

When rising tempests vex'd the briny tide,  
 And shook old Ocean with tremendous sound,  
 Well were they skill'd the shatter'd bark to guide,  
 Where hidden dangers compass'd them around.

Far from the comforts of their native soil,  
Amid the scenes of elemental strife,  
Still pain and penury, and ceaseless toil,  
Mark'd the unvaried tenor of their life.

But now the fury of the savage blast,  
No more shall rouse them from their bed of clay;  
Their weary wand'rings, and their toils are past,  
And all the storms of life are blown away. J.

WRITTEN

*On reading the interesting Anecdotes in the Life of Earl St. Vincent.\**

WHAT tho' the Grove of Fame its laurels gave,  
To grace victorious Nelson's favour'd brow,  
Tho' with exulting wing she sweeps the wave,  
Where Nile's triumphant streams serenely flow.

Yet, thou Majestic Ocean, thou shalt hear  
Her echoing voice thy great St. Vincent hail,  
Alike to valour and to virtue dear,  
The chosen subject of her proudest tale.

Bright dawn'd his sun in that eventful hour,  
When valour sparkled in his youthful eye;  
He fought, regardless of superior pow'r,  
As if to gain the conqueror's wreath, or die.

The strength of manhood scarce had nerv'd his frame,  
When honour's freshest laurel bound his brow,  
And, hov'ring round it, mercy's softest flame  
Bad its pure buds unstain'd, and vig'rous blow.

But when he sought the sweet abodes of peace,  
The social virtues made his breast their throne,  
He had his ardent love of glory cease,  
And all the soft domestic graces shone.

When honour call'd him from his calm retreat,  
He sprung from all but her divine controul,  
Laid Spain's proud laurels at his country's feet,  
And show'd th' heroic texture of his soul.

\* *Vide Naval Chronicle, vol. iv. page 1.*

Not only great in battle's fearful scene,  
Whose dangers stalk in various terrors drest ;  
Strong judgment, temper'd zeal, and courage reign,  
With watchful patience, in St. Vincent's breast.

Fearless he views the elemental war  
That heaves the vessel on the lofty wave ;  
His soul, illum'd by Faith's benignant star,  
Dreads not the horrors of the wat'ry grave.

No earthly ill that noble mind can fear,  
Which truth and tenderness alike informs,  
Which gives to war's sad victims many a tear,  
And the cold heart with liberal bounty warms.

O happy few who feel his gen'rous sway,  
And share with him the smiles of well-earn'd fame ;  
Heroic Trowbridge, well thy heart can pay  
The friendly praise that consecrates his name.

His the proud claim to love and just renown,  
Whose bosom gives the mildest virtues birth ;  
St. Vincent's name the purest honours crown,  
Who to the Hero joins the Christian's worth.

*Third, Nov. 5, 1800.*

HARRIET WALKER.

SIR,

If you do not consider the inclosed unworthy of notice, you will greatly oblige me by inserting it in the Naval Chronicle. Your's, &c.

*20th November, 1800.*

NEPTUNE.

EPIGRAM.

IT blew an hard storm, and in utmost confusion,  
The sailors all hurried to get absolution ;  
Which done, and the weight of their sins they'd confess'd  
Were transferr'd, as they thought, from themselves to the priest ;  
To lighten the ship, and conclude their devotion,  
They toss'd the poor parson souse into the ocean.

EPITAPH ON AN HONEST SAILOR.

Whether sailor or not, for a moment avast,  
Poor Tom's mizen-top-sail is laid to the mast ;  
He'll never turn out, or more heave the lead ;  
He's now all-a-back, nor will sails shoot ahead ;  
He ever was brisk, and tho' now gone to wreck,  
When he hears the last whistle he'll jump upon deck.

## NORTHERN CONFEDERACY.

THE discussion concerning the privileges of NEUTRAL FLAGS †, which was settled or suspended at Copenhagen, is now suddenly revived by the Emperor Paul of Russia, and eagerly seized upon as a pretext for breaking with Great Britain, and for shaking off all alliances that might impede or discountenance his ambitious views. Various are the reasons assigned for this conduct on the part of Russia; but the abrupt and violent manner which he has adopted, are sufficient to rouse our vengeance without entering into the causes that may have provoked it. This magnanimous ruler, if so he may be called, has, with a cruelty unheard of, not only laid an embargo on all British ships in his ports, to the amount of nearly 300 sail ‡; and all

\* The reader is referred to page 157 of the present volume, for the origin of this Confederacy, which at the time was artfully adjusted by the Court of Denmark, until a proper opportunity occurred for this tyrannical and impotent Monarch to throw off the mask. In the following page (158), is a correct statement of the force of the Northern Powers by sea, at the commencement of the year 1799; which force has not been improved by more than ten sail of the line, and about the same number of frigates since. This statement is accompanied with general observations on the conduct and means of these powers, as to any impression they can make on the Naval force of this country. In page 302 to 307, are State Papers relative to the dispute between England and these Courts, by which the reader will be convinced that this Confederation has for some time been acquiring a systematic consistency. Page 308 contains an Essay, pointing out the antiquity, the exercise, and the recognition of the "Rights of the British Flag," by the Commercial States of Europe.—Rights which it is the bounden duty of Britons to maintain inviolate

† On the 5th of November the embargo was laid on at Cronstadt, consisting of the following British ships:

|                            |                          |                       |
|----------------------------|--------------------------|-----------------------|
| Refuge, Bowser             | Britannia, Allison       | Centurion, Brambles   |
| Ferina, Aukin              | Manchester, Brown        | Dolphin, Artley       |
| Princess of Wales, Horwood | Concord, Nicholson       | Herald, Wayte         |
| Kingston, Appleton         | Shakespeare, Evison      | John and Sarah, Bell  |
| Flaxton, Stephenson        | Ploughman, Thompson      | Betsey, Bracey        |
| Echo, Anlaby               | Admiral Nelson, Fullam   | Amintor, Evans        |
| Jane, Lun                  | Triton, Garner           | Ann, Kistron          |
| Minerva, Bras              | Race Horse, Read         | Providence, Clark     |
| John and Richard, Grinlay  | Perseverance, Pearson    | William, Tully        |
| Dwina, Sharp               | Port of Sunderland, Hann | Harpooner, Kneeshaw   |
| Betsey, Wood               | Fanny, Moberly           | Vertumnus, Lee        |
| Maria, Stork               | Ariel, Aiskell           | Tapus, Strachan       |
| Williamson, Wranghom       | Jane, Grindlay           | Amalthas, Stewarda    |
| Northumberland, Rebson     | Pilgrim, Beveridge       | Maria, Bell           |
| Mary Frances, Bunney       | Commerce, Howe           | Mary, Boyle           |
| Baltic Merchant, Atkin-    | Mary, Hutchinson         | Reques, Ellerby       |
| son                        | Aquilon, Cuthbertson     | Lord Carrington, Bin- |
|                            | Thair, Pearson           | nington               |

British property on shore put under sequestration, but the captains and crews have been distributed into the interior of the country, where, unprovided with proper clothing for so rigid a climate, they are now exposed to the most pinching hardships of every kind \*. Such is the

Commerce, Hopper  
Expedition, Rennelson  
Benson, Hildreth  
Edward, Fowler  
Hope, Winteringham  
Walker, Hardy  
Ancona, Street  
Oceconomy, Groves  
Haddock, Harrison  
Desire, Dickinson  
Claude Scott, Finley  
Jane, Nelson  
Caroline, Virtridge  
Rambold, Appleton  
Albion, Fothergill  
Usania, Thompson  
Tiber, Trotter

Minerva, Watson  
Supply, Beaveridge  
Progress, Lacy  
Zephyr, Brown  
Commerce, Loft  
Jane, Spittall  
Fortitude, Duncanton  
Supply, Billard  
Progress, Bathe  
Minerva, Anderson  
Nanby, Kilpatrick  
Laurel, Headley  
Nelly, Pixby  
Isabella, Broderick  
Catherine, Russell  
Campion, Gibson  
Perseverance, Garbutt

Thomas and Mary, Pindar  
Bush & Droghora, Barber  
John and Mary, Hanson  
Friendship, Coats  
Ann, Duwyer  
Minerva, Bodie  
Betsey, Put  
Robert and Elizabeth,  
Davis  
Haddock, Dunsmuir  
Charlotte Ann, Worts  
Mary Ann, Taylor  
Aid, Brown  
Prosperity, Mallet  
Union, Harrow  
Britannia, Dale

*The 29th OS. arrived from Riga with ballast,  
Lively, Oliphant      Chance, Lambert*

In addition to the above, ninety-one vessels are detained at Riga, but we have not hitherto been able to procure their names.

#### TO THE EDITOR.

SIR,  
Various reports having been circulated respecting the unfortunate British subjects now in Russia, I send you the following authentic information, which I request you will insert in your Chronicle.

The persons of the British merchants have hitherto remained unmolested; and what ready money they had in their possession has not been seized; but their warehouses are sealed, and all their property is under sequestration. All the British ships and their cargoes are seized by the Russian Government. The captains and crews are marched into the interior of the country in companies of one captain and ten or twelve seamen. They are distributed in above a hundred different towns, from one hundred to two thousand miles distance from the capital. The Russian Government allows for their subsistence daily five copeaks in money (about three halfpence) a small measure of rye flour, and one of buck wheat.

My brother and some other British merchants, at St. Petersburg, advanced about 40,000 roubles (a rouble is 2s. 6d.) for their better accommodation, from which he furnished every captain with two hundred roubles for the use of himself and ten men, and bought for every man a sheep's-skin coat, a fur-cap, a sash, a pair of gloves, some warm shoes, and two pair of stockings. Kibitkas, or common carts of the country, are bought for most of the captains, and some old men; the rest walk, and the peasants furnish horses for the baggage. On the 21st of November, fifty captains, and 500 sailors, were thus dispatched from St. Petersburg, and the remainder were daily setting off on their melancholy journey.

No. 73, Grosvenor-street, Nov. 17, 1860.

STEPHEN SHARP,  
Consul-General in Russia.

ungrateful conduct of this tyrant for all the civilities he has received from this country. His ostensible object is the renewal of the Armed Neutrality, and from the activity of naval preparations that now prevails in all the ports of the Northern Powers, particularly Sweden and Russia, there can be no doubt but it will be seriously attempted; if so, it will afford more opportunities for our gallant and victorious tars to gather fresh laurels, and to chastise such dastardly and insolent disturbers of our repose.

On November the 7th, the Court Gazette of Petersburg contained the following order:—

“ IN consequence of accounts received from the Chamberlain Italinskoi, at Palermo, respecting the capture of Malta, his Imperial Majesty has been pleased to order that the following note, signed by the First Presiding Minister at the department for Foreign Affairs, Count Rostoptschin, and the Vice-Chancellor, Count Panin, be delivered to the diplomatic corps at the Court of his Majesty:—

PROCLAMATION.

“ His Majesty the Emperor of all the Russias has received circumstantial accounts respecting the surrender of Malta, by which it is actually confirmed, that the English Generals, notwithstanding the repeated remonstrances on the part of his Majesty's Minister at Palermo, as well as from the Ministry of his Sicilian Majesty, have taken possession of Valetta, and of the Island of Malta, in the name of the King of Great Britain, and have hoisted his flag only; His Imperial Majesty's just indignation having been raised by this violation of good confidence, he has resolved not to take off the embargo that has been laid on all English vessels in the Russian ports, until the agreement of the convention concluded in 1798, shall be completely carried into execution.”

By letters from Petersburg of the 14th it is stated: “ that the treaty of a Confederacy and Armed Neutrality between the Emperor of Russia, Sweden, Denmark, and Prussia, had been signed a few days before, and was said to contain such stipulations as were directly inimical to the naval prosperity of England.”

“ From the preparations making in all the maritime departments of Russia, notwithstanding the advanced state of the season, it appears evident, that the Cabinet of St. Petersburg intends to wage war as soon as its seas shall be again open.

“ At Cronstadt, Riga, Revel, and Petersburg, the artificers and workmen were constantly employed in the arsenals and dock-yards, and an equal activity prevailed in the military department.”

Whatever other designs this Confederation may be intended to promote we cannot yet discover, but when we reflect on the spirit of cruelty and injustice that has actuated the late conduct of the Emperor Paul, against the British subjects who are now unfortunately exposed



to the wild caprices of his tyrannic disposition, his spleen and indignation against this country appear as unequivocally manifested as we trust they will prove impotent and ill-advised. The most perfect concert seems indeed to subsist between him and the other potentates of the north, and so guarded is the secrecy in which they endeavour to enwrap their designs, that mutual and personal interviews are resorted to for their safer disclosure. At such preposterous and provoking conduct our utmost indignation is naturally excited, and we as naturally feel surprised at the moderation and patience with which Government seem to view the barbarous treatment our fellow-subjects have been doomed to on the frozen confines of Siberia; but on calmer reflection, we must recollect that wisdom first prescribes moderation, and that if wise forbearance should not avail, that vengeance which unmerited insults and unprovoked cruelties so loudly call for, will not be the less certain and exemplary for having been delayed—that is, *the vengeance of our Navy, the right arm of Old England*; in whom our chief strength and hopes securely lay. This may incline us to prosecute the contest merely as a naval war, and then at least, we shall have the consolation of foreseeing that the successes and victories we may justly hope for, will be intrinsically our own, and redound solely to our own profit as well as to our security.

### Admiralty Sessions.

OLD BAILEY, DEC. 10.

**W**ILLIAM Searle, Thomas Potter, and Thomas Ventin, were indicted for the wilful murder of Humphrey Lynn, upon the high seas.

It appeared, that on the night of the 26th of December, 1798, a Custom-house officer went in a boat to look after smugglers, near Cawsand Bay, on the coast of Cornwall; that he saw a sloop lying at anchor, the people of which hailed him, and asked whose boat it was? when he answered that it was a King's boat. They said they would fire upon him if he came near them; he was twenty yards off at this time; his men rowed up towards the vessel, while he held the Revenue colours in his hands. They fired at him from the vessel with muskets, and one out of the four men who rowed the boat was killed, a great part of his skull being shot off. The vessel in the mean time slipped her cable, and got off before the wind. The officer then took up the buoy of her anchor and marked it; so that he could swear to it when now produced in Court.

The only witness who could bring the charge home to the prisoners, was a man named Roger Toms, who swore that he had been a

mariner on board the vessel (which was called the Lottery) on the night in question. The three prisoners, together with four or five others, were also on board of her. She had just returned from Guernsey, with a cargo of smuggled spirits, and was at the time in question lying at anchor, and delivering out some of the tubs to boats alongside. She was commanded by a man named Richard Oliver. At the time when the Custom-house boat came up, the witness was down in the cabin, and the prisoner Ventin was along with him; the other two prisoners were on deck. The witness heard several musket-shots fired from on board the Lottery, and some fired from the King's boat. When the Lottery made her escape, he went on deck, and heard Searle say, he was glad they had kept off the boat; that he had fired, but he meant to do no harm, and he hoped he had done none. But at the same time Potter said, he had fired, that he took a good level, and that after he fired, he looked and saw a man drop in the boat. The Lottery arrived the next morning at Pole Ferro, where she delivered her cargo; she afterwards made a voyage to Guernsey. In the month of May following, she was taken by Captain Bray, who commanded a Custom-house cutter. The witness on his cross-examination said, that Captain Bray, on taking the Lottery, had put him and the rest of the crew in irons; and then, for the first time, he gave this account to save his own life. He swore to the buoy of the anchor being the same which belonged to the Lottery.

On behalf of the prisoners, Mr. Gurney called four or five witnesses to speak to the character of Roger Toms, in order to show that he was a person not to be believed on his oath. They all swore that he was a thief, a liar, and a man of infamous character. All these witnesses were closely cross-examined by the counsel for the crown; and the object of the cross examination was to show that they, as well as every person residing near the coast, were smugglers, and consequently interested in protecting the prisoners.

Mr. Justice Rooke summed up the evidence, and told the jury that every person on board at the time those shots were fired, by which the man was killed, were equally guilty with the person who fired the shot that caused the death of the deceased. The question was, whether the prisoners were on board at this time; and that must depend on the evidence of Roger Toms.

The Jury acquitted Searle and Ventin, and found Potter guilty. Sentence of death was then passed upon Potter, and on the 18th he was taken from Newgate to Execution Dock, and there executed; he conducted himself with great penitence, and was attended by a Roman Catholic priest.

Gazette Letters.

ADMIRALTY-OFFICE, NOV. 2.

*Copy of a Letter from Captain Wight, of his Majesty's Ship Woolwaine, to Evan Nepean, Esq. dated at St. Helen's, the 4th instant.*

SIR,

I HAVE to acquaint you, for the information of their Lordships, that on Sunday morning, Cape Barfleur Light-house W. N. W. about four miles, I discovered a French cutter bearing under the land; from my situation to windward, I was happy to have it in my power to prevent her getting round the Cape; I got so close up with her, that she ran on shore inside of a reef of rocks under the village of Gouberville, and under a battery, while my shot was going over her. She appeared to strike very hard on the shore, as there was a great sea running, and a fresh gale of wind coming on in the evening, she must inevitably be rendered useless. I am, &c.

JOHN WIGHT.

ADMIRALTY OFFICE, NOV. 15.

*Copy of a Letter from Vice-Admiral Lord Keith, K. B. Commander in Chief of his Majesty's Ships and Vessels in the Mediterranean, to Evan Nepean, Esq.*

SIR,

*Foudroyant, at Gibraltar, Oct. 29.*

I have just received a letter, of which the inclosed is a copy, from Captain Morris, acquainting me with the capture of a Spanish vessel of war by the boats of the Phaeton, under circumstances very highly creditable to Lieutenant Beaufort, and the officers and people who were employed on the occasion. I regret with him the loss and injury which has been sustained in the attack, but I anticipate with equal satisfaction the approbation with which I am sure their Lordships will regard the gallantry that has been evinced in the execution of the enterprise. I have the honour to be, &c.

KEITH.

MY LORD,

*Phaeton, off Malaga, 28th Oct. 1800.*

I have the honour to acquaint your Lordship, that on the 25th instant, his Majesty's ship under my command chased a ship of war, which showed Spanish colours, ensign and pendant, to an anchor under the fortress of Fangerollo, where a French privateer brig also took refuge. As the wind was on shore, and they were close into the surf, and directly under a battery of five heavy guns, there was no prospect of bringing them off then; the following night the brig escaped to the westward, and the ship made two attempts for Malaga, but was driven back; last night the land breeze appearing favourable, I sent the boats under the command of Lieutenant Francis Beaufort, who, at five o'clock this morning, in opposition to a very obstinate resistance on first boarding at the hatchways with musketry, and from rising the quarter-deck, with sabres, got possession, and brought her out; she proves his Most Catholic Majesty's armed ship the San Josef, alias L'Aglicia, mounting two twenty-four pounder iron ordnance in the bow, two brass eighteens for stern chase, four brass twelves, and six four-pounders, and most completely found in small arms of all kinds, commanded by an auxiliary Officer of the Navy, and manned by forty-nine seamen (of which fifteen were absent in her boat) and twenty-two soldiers as marines, employed as a packet, and carrying provisions between Malaga and Melilla. From the force of the ship, her state of preparation, and situation with respect to the fort, also the unfortunate circumstance of the launch (from whose carronade much was expected in the plan for the attack), having not been able to keep up with the other boats, and being distant when they were discovered and fired on by a French privateer schooner that had come in unseen by us in the night, and was placed to flank the ship, and gave the alarm, on which the barge and two cutters immediately pulled to the ship and

boarded; I am convinced more determined bravery could not have been displayed than has been shown by Lieutenants Beaufort and Huish, Lieutenant Duncan Campbell of the Marines, Messrs. Hamilton and Stanton, Midshipmen, and Mr. Deagon the gunner, and the boat's crew employed upon the service; and it is with extreme concern I add, that one seaman was killed on coming alongside, and that their very gallant leader (in whom I have ever found a most capable and zealous assistant) was first wounded in the head, and afterwards received several slugs through his left arm and body; Lieutenant Campbell received several slight sabre wounds; Mr. Augustus Barrington Hamilton was shot, while in the boat, through the thigh, notwithstanding which he boarded, and his conduct is highly spoken of: and John Wells, a seaman, also shot through the thigh. The loss of the enemy appears to have been thirteen wounded, six badly, and some are supposed to have been wounded and driven overboard.

I give your Lordship the detail of this service, feeling it incumbent on me to do so, to do justice to the parties employed upon it, humbly hoping that Mr. Beaufort's conduct and wounds will entitle him to the protection given in the present war to officers of distinguished merit; and I regret exceedingly that Mr. Hamilton wants some considerable part of his servitude, as he is of an age and in all other respects well qualified for a Lieutenant.

Towards day-light, the signal being made to me that our people were in full possession of the prize, I chased a vessel that had passed us an hour before, and brought her to, under a battery, in Cape Moleno. She proves a light polacre, from Centa bound for Malaga. Afterwards, running down to pick up our boats and people, we were carried so far to leeward, that the French schooner (which we had not seen from the ship) passed to windward along shore to Malaga, quite out of our reach.

I have the honour, &c.

Vice-Adm. Lord Keith, K. B. &c.

JAMES N. MORRIS.

*Copy of an Enclature from the Earl of St. Vincent, to Evan Nepean, Esq.*

MY LORD,

*His Majesty's Ship Childers, at Sea, Oct. 24, 1800.*

Yesterday at noon his Majesty's sloop under my command captured a Spanish lugger privateer named Diligente, mounting two four-pounders, four swivels, and having on board thirty men; had been out two days from Vigo, and had made no prize.

I have the honour to be, &c.

Earl of St. Vincent, K. B. &c.

J. C. CRAWFORD.

ADMIRALTY OFFICE, NOV. 25.

*Letter from Mr. Thomas Alti, Commander of the Havuke private Ship of War, to Evan Nepean, Esq. dated Fiana, in Portugal, the 22d of October, 1800.*

SIR,

You will be pleased to acquaint my Lords Commissioners of the Admiralty, I yesterday afternoon fell in with and captured the Spanish Latine privateer called the Atalante, of Ponte Vedra, Captain Don Barnardo Lopes, of ten guns and fifty-six men, having come out of the port of Aresca the day before, and was just on the point of capturing a British vessel when I fell in with her. In running from me she threw six of her guns overboard; the four I found on board were long sixes and nines. I brought her in here, and delivered the fifty-six men to his Britannic Majesty's Consul.

I have the honour to be, &c.

THOMAS ALTI.

ADMIRALTY OFFICE, NOV. 29.

*Copy of a Letter from Captain Frederick Wathins, Commander of his Majesty's Ship Neride, to Evan Nepean, Esq.*

SIR,

*Curacao, 15th Oct.*

Be pleased to inform my Lords Commissioners of the Admiralty, that I have thought it indispensably necessary to send these dispatches to England by my first officer, Lieutenant Paul, to acquaint their Lordships of the surrender of the valuable island of Curacao to his Majesty's frigate under my command.

I beg leave to transmit duplicates of all my letters to the Right Hon. Lord Hugh Seymour, and the Articles of Capitulation agreed between his Excellency Johan Rudolph Lauffer and myself; as also inventories of warlike-stores, shipping, &c. I hope their Lordships will sanction my conduct in taking possession of this central and valuable island in his Majesty's name.

Lieutenant Paul I cannot recommend in too strong a language to their Lordships, for his zealous exertions during the whole of the siege; and for any further information he is perfectly able to describe every thing their Lordships may be desirous of knowing respecting Curacao.

I have the honour to be, &c.

FRED. WATKINS.

MY LORD,

*Nereide, off Amsterdam, Island of Curacao, 11th Sept.*

I wish not to lose a moment in sending a fast sailing vessel to inform your Lordship; that the Island of Curacao has claimed the protection of his Britannic Majesty. I have in consequence felt it my duty to take possession of it in his name.

I am now running for the harbour, as it is absolutely necessary to lose no time to save the island from the enemy, who threaten to storm the principal fort to-night; but I trust the *Nereide's* assistance will be the means of frustrating the enemy's views, and saving a most valuable colony for his Majesty.

I compute the force of the French to be about 1500 now in possession of the west part of the island; but no strong post of any consequence to prevent my holding the forts commanding Amsterdam, until I am honoured with an answer from your Lordship.

There is great property afloat belonging to the Spaniards.

Lieutenant Paul will have the honour of delivering this dispatch to your Lordship, of whose exertions and zeal for the service I cannot speak in too strong terms. I have the honour to be, &c.

(Signed)

F. WATKINS.

*The Right Hon. Lord Hugh Seymour, &c.*

MY LORD,

*Nereide, off Amsterdam, Sept. 14.*

Since sending my last dispatch of the 11th instant, Governor Johan Rudolph Lauffer has finally surrendered the Island of Curacao and its dependencies to his Majesty's arms. Enclosed I have the honour of transmitting to your Lordship a copy of the terms of capitulation.

I have the honour to be, &c.

*Right Hon. Lord Hugh Seymour, &c.*

FRED. WATKINS.

[Here follow the Articles of Capitulation, by which it is agreed that Curacao, and its dependencies, shall be placed under the protection of, and submit to the government of his Britannic Majesty. That the inhabitants shall be secured in their persons, property, and religion, "except such as shall appear to belong to the subjects of the Powers now actually at war with Great Britain; such property only excepted as was on board the vessels in the harbour on the 10th inst." All vessels of war, artillery, &c. to be delivered for the use of the King. All debts due by the Government of the Island to be paid out of the revenue. No regulations to be made in the laws, except by mutual consent, so long as the Island, &c. shall remain under the protection of his Majesty; its inhabitants shall enjoy the same rights and privileges as his subjects in the West Indies. The laws heretofore observed respecting property shall remain in full force.—Private. As it is impossible for the inhabitants of the said island and its dependencies to subsist without a free intercourse with the Spanish main, the ports of Curacao and its dependencies shall be open to all Spanish vessels—Answer. Agreed to be allowed the same free trade as the Island of Jamaica.]

MY LORD,

*His Majesty's Ship Nereide, Curacao Harbour, Sept. 23.*

I have now the satisfaction to inform your Lordship that the English colours are flying in this island, and that I have entered this harbour, in consequence of the total evacuation of the French forces last night. I am now arranging affairs in such a manner as to tranquilize the minds of the inhabitants, and restore perfect peace, in the name of his Majesty, in this valuable island. I

have been received with great faith; and will do my utmost in establishing the security of the principal fortress till I receive your Lordship's answer for my further conduct. Enclosed I have the honour of transmitting to you an inventory of warlike stores, ammunition, &c. in the garrison, except those lately in possession of the enemy, which I have not yet received the regular returns of, but have given the necessary orders. It was my intention to have sent any further dispatch to your Lordship by the remaining Lieutenant, Mr. James Hodgson; but, as I do not exactly conceive myself in a perfect state of safety, without having perfect possession of the principal fortress which commands the town, I have appointed him, with a party of my own men, to that command: his zeal, bravery, and universal steady conduct in any service he is ordered on, makes my mind perfectly easy in doing so; he has been of the utmost service in a new erected battery in annoying the enemy, and indeed may be considered the principal cause of their retreat. Lieutenant Fitton, commanding the *Active* tender, I have much pleasure in recommending to your Lordship's notice, from his activity and spirited conduct since he has joined me. From him, my Lord, you will receive material information as to all situations of the island and its valuable harbour.

I have the honour to be, &c.

Right Hon. Lord Hugh Seymour, &c.

(Signed)

F. WATKINS.

The vessels of various sizes found in the harbour of Curacao consisted of eight belonging to Holland, eight to Denmark, seven to America, eleven to France, seven to Spain, and three English prizes which had been sold at that port.

The stores comprise two 24lb. and two 18lb. brass guns, with four defective. Iron guns, five 24lb. ninety-eight 18lb. forty-six 12lb. forty-four 8lb. twenty-four 6lb. two 4lb. twenty-one 3lb. and two 2lb. besides thirty-eight of different calibre defective. On the batteries, not including Forts Fiscadera, St. Michael, or False Bay, five 24lb. sixty-three 18lb. (many of them ships' guns), twenty-eight 12lb. twenty-six 8lb. and twenty-seven of lesser bore. There are also a great quantity of ammunition and ordnance stores.

#### ADMIRALTY-OFFICE, DEC. 2.

*Extract of a Letter from the Earl of St. Vincent, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated in Torbay, the 27th ult.*

SIR,

I enclose, for the information of the Lords Commissioners of the Admiralty, a letter which I have received from Captain Sir Richard Strachan, giving an account of the boats of his Majesty's ships and vessels employed under his orders having destroyed a French corvette and two merchant vessels.

MY LORD,

*Captain, at Sea, Nov. 18.*

Your Lordship will perceive, in the narrative of my proceedings, that a convoy of the enemy had got through the Teignouse passage yesterday, and that I was endeavouring to intercept them from the Morbihan, or passage along the coast. I had the mortification in the morning to perceive that the greater part had got into the Morbihan; and that the others at the entrance were only waiting the tide, protected by the batteries on each side, and a ship corvette of twenty guns, the Commodore of the convoy. By the skilful management of the *Nile* cutter, the first vessel up, under the command of Lieutenant Argles, the corvette was kept from the north shore; and soon after, upon the *Magicienne* getting near her, she ran into Port Navale, where she took the ground, and her people began to quit her, and her colours were struck; the boats of the *Magicienne*, under Lieutenants Skottowe and Rodney, attempted to board, but the corvette fired upon them, having re-hoisted her colours, and making sail, ran farther into the port: the *Magicienne* recalled her boats; but Lieut. Rodney gallantly took a merchant vessel from under one of the batteries as he was returning.

As soon as I could get the boats out, I sent them all to be under the orders of Captain Ogilvy, with directions for them to be sent under the orders of the senior officer of this ship, Lieut. Hennah, to destroy the corvette, having under his orders Lieut. Clyde of this ship, and Lieut. Clark, of the *Marlborough*, and

the boats were manned by the Captain and Marlborough's men. The enterprise was conducted with great ability by Lieut. Hennah, who, notwithstanding a heavy fire from the shore on all sides, bravely boarded the corvette, and having set fire to her, she soon after blew up. He speaks in high terms of commendation of those under his orders; and I admire the spirit that pervaded all the officers and men employed upon this occasion. No prisoners were taken; and the conduct of Captain Ogilvy in the guidance and management of the *Magicienne*, by drawing the fire of the batteries from the boats, contributed to the service being effected with very little loss. I am, &c.

*The Earl of St. Vincent, K. B. &c.*

R. J. STRACHAN.

*A List of Men killed and wounded in taking the Vessels named below.*

One killed belonging to the *Suwarrow*.

Seven wounded belonging to the *Captain*.

*List of Vessels.*

A ship corvette; destroyed by the boats of the squadron.

A merchant ship; taken by the *Magicienne's* boat under Lieut. Rodney, and afterwards burnt.

A merchant vessel; taken by the *Nile* cutter, and afterwards burnt.

ADMIRALTY-OFFICE; DEC. 6.

*Copy of a Letter from Lieutenant Bond, commanding his Majesty's Schooner the Netley, to Evan Napier, Esq. dated at Lisbon, Nov. 11, 1800.*

SIR,

I have the honour to forward, for the inspection of the Lords Commissioners of the Admiralty, copies of two letters which I have written to Captain Hasted, of his Majesty's ship *Phoenix*; and have the honour to be, Sir, &c.

F. G. BOND.

SIR,

*Netley, in the Tagus, Nov. 9.*

After receiving your orders to put myself under your command, I sailed hence on the 5th of September with a convoy for Oporto, at which place they arrived safe on the 11th following.

I have the pleasure to acquaint you, that in his Majesty's schooner we captured, on the 28th of the same month, the Spanish privateer *Nostra Senora del Carmen La Confianza*, of two guns and twenty-six men; and that on the 16th ult. we retook the brig *Mary* from Dublin, and the *L'Al Invidta Vianna*, a Portuguese Government lugger of seven guns, both which had been captured the preceding day by a French privateer of fourteen guns; the latter after an action of half an hour.

As the *Mary* had on the 14th been cut from her anchorage under the fort of St. John's by a Spanish row-boat, the Governor of Vianna thought it necessary to intercept her, and accordingly sent the lugger on that service, when both fell into the hands of the French: the crew of the *Netley* have in consequence given up, free of salvage, the *L'Al Invidta Vianna*, to the order of his Excellency M. Pedro de Mello.

I have the honour to be, &c.

*L. W. Hasted, Esq. Captain of his Majesty's Ship Phoenix.*

F. G. BOND.

SIR,

*Netley, River Tagus, Nov. 18.*

In addition to my letter of yesterday's date, which I had the pleasure of writing, I beg leave to acquaint you, that on my arrival off the Rock of Lisbon, on the 7th instant, information was given of a Spanish privateer schooner lurking in the neighbourhood, and that the Newfoundland convoy being dispersed, were daily approaching the Tagus; at night a pilot boat acquainted me of the capture of a brig loaded with fish, which induced me to close with the shore, in the hope of intercepting her; she had been taken 18 hours before, during light winds, in sight of a remnant of the convoy then in the offing. The privateer and her prize (the *Hunter*, of Greenock) were discovered by us in the dark at anchor. While the boat was dispatched to the brig, we ran the other on board, dropped our anchor, and, without mischief or firing, took possession of her, though they were at quarters; she is called the *St. Miguel*, alias *Alerta*, of nine guns, eighteens and sixes, and 65 men, had been off the stocks about two months, and sailed from the river *Pontevedra*; we all three anchored within St. Julian's the same day. I have the honour to be, &c.

*Capt. Hasted, of his Majesty's Ship Phoenix.*

F. G. BOND.

## STATE PAPERS,

*Relating to the Right of BELLIGERENT POWERS to search and detain  
Neutrals.*

The following Note was lately delivered by the Swedish Minister for Foreign Affairs, to the Minister of his Prussian Majesty at Stockholm, on the subject of the Affair at Barcelona.

" Having stated to the King the manner in which his Prussian Majesty has viewed the Memorial of the Court of Spain on the subject of an insult offered to the Swedish flag by the English; the undersigned, Chancellor of the Court, has been commanded to express to M. de Tarach the grateful acknowledgments of his Majesty for the constant attention which the Court of Berlin has shown to the interests of the neutral flags, and the full confidence which he reposes in the mode in which they are regarded by that Court. The King has viewed with surprise the public responsibility to which the Court of Spain has called Sweden upon this occasion, and the menaces which it has thereto added; notwithstanding all the vexations to which neutral flags have been exposed during the present war, this is the most oppressive proceeding which they have yet experienced. Being thus incessantly placed between the offence and the reparation, they must soon be dragged into a concern in the war, or cease to appear on the seas where it is carried on. These truths involving consequences so important to the other neutral Powers, as well as to Sweden, his Swedish Majesty could not, in general, take upon himself any share of responsibility for the improper use which the belligerent Powers may make of the Swedish vessels which they may seize upon. This principle appears to his Swedish Majesty so well founded, that he flatters himself the Court of Berlin will give it all the support which justice and the common interest appear equally to demand; and it has been hitherto respected amidst all the outrages which have been committed on both sides, without which the war must have become general. Had the Ottoman Porte, Russia, and England, attached such responsibility to all the flags in the port of Alexandria—had they claimed the restitution of Egypt from the respective Governments, because their merchant vessels had been compelled to carry French troops to take that country by surprise—and had they used the same forms of application, and insisted on the same peremptory terms and conditions—all commerce, all neutrality must have been at once annihilated. His Majesty, therefore, conceived that the violence offered to the Swedish flag at Barcelona was not to be treated in any other manner than that of which he had previously to complain; and he reserves to himself the privilege of demanding reparation for the injuries done to his subjects or his flag, at such opportunity, and by such means, as his particular situation may afford. His Majesty, however, ought not to conceal, that, in the present case, the injury which has thence resulted to a friendly Power gives him so much more uneasiness, as he regards the capture made by the English as very illegal, and he is anxiously desirous of being able, by his representations, to contribute to its restitution.—His Majesty will certainly make every exertion to effect an arrangement, upon which the continuance of amicable relations between Sweden and Spain is unexpectedly made to depend; but he cannot at present take those steps with respect to the two frigates, which he has not hitherto taken with respect to his own convoys, nor give the Court of Spain any better hopes than he has himself. The Undersigned embraces this occasion, &c.

D'EHRENHEIM."



A Letter from Stockholm, dated Nov. 30, says, " Our Government has just published an Official Note, which has been handed to his Swedish Majesty by Citizen Buys, the Minister of the Batavian Republic. It is as follows :—

" The Batavian Republic, being aware of the character of her enemy, and to what point she pretends to exercise her dominion over the seas, even with respect to neutral and allied powers, has hitherto abstained, through a regard for peace, to enforce those rights which she might in justice have reclaimed. But as the enemy has no longer set any bounds to her pride or to her insatiable avarice, the Batavian Government would deem itself criminally responsible to the Nation, the interests of which are confided to its care, if it did not raise its voice in order to obtain reparation for so many outrages.

" As to you, Sir, Europe has its eyes upon you, and expects with impatience the prompt satisfaction which is due to you. If the English Government, deaf to the voice of honour, and to the representations of your Majesty, do not make, before the expiration of one year, the reparation which is demanded, the Batavian Government will find itself reduced to the harsh necessity of concerting with its Allies the necessary means for securing its ports from any violence similar to that which has been exercised against the Swedish flag. The undersigned flatters himself that his Swedish Majesty will communicate to the Batavian Government the result of his application to the Court of London. He wishes to his Majesty the most complete success, as his Majesty will thereby acquire a new right to the public esteem, and to the gratitude of a Republic which he has always honoured by his good will.

(Signed)

BUYS."

" The Chancellor of our Court has answered by a Note, in which he thanks the Batavian Government, in the name of his Master, for the part which the former has taken respecting the insult offered to the Swedish flag. His Majesty then proceeds to declare, that, with respect to the term of a year, pointed out for the purpose of obtaining a reparation from England, he does not think himself by any means circumscribed in point of time. If unexpected obstacles should interfere to prevent the removal of the existing difficulties, he should not deem himself any more responsible for any abuse of the Swedish flag, which the Belligerent Powers may choose to employ by way of reprisals against England, more than he does for the abuse which Great Britain has committed against Spain. But if the fear of such events should lead some States to measures more or less vigorous, the Batavian Government has given too many proofs of the wisdom of its Administration, to suffer his Swedish Majesty to believe that it will have recourse to any measures which in their consequences may tend to involve the Neutral Powers."

It is now ascertained, that by the laudable foresight and vigilance of Government, our naval stores and arsenals are completely stocked for eighteen months to come; and that there are about 100,000 barrels of tar more than it is probable will be consumed within that time. Should a War break out between us and the Northern Powers, we are therefore secured against any embarrassments in the naval service for a much longer period than those Powers could afford to pursue the contest.

## MONTHLY REGISTER

OF

Naval Events.

## GENERAL OBSERVATIONS FOR DECEMBER.

**T**HE winter season, particularly at so advanced a period as the present, can rarely be expected productive of much interest on the score of naval enterprise or events, at least in those seas immediately contiguous to Great Britain. The arrival of intelligence indeed from distant quarters of the world may contribute to add spirit to the almost lifeless scene, by presenting us with the most unequivocal proofs of an unflinching perseverance in the same line of conduct which has rendered the exertions of the British Marine so peculiarly successful during the present contest. Thus has it proved in the present instance.

The very conclusion of the month of November brought to England the interesting and truly important intelligence of the surrender of the valuable Dutch island of Curaçoa, under terms of capitulation, to Captain Watkins commanding the *Nereide* frigate. The singular address with which the possession of this important settlement was acquired, if the circumstances which attended it are truly reported to us, reflects no less honour on Captain Watkins, than the success itself produces advantage to his country. The *Nereide*, being on a cruise off the Island, Captain Watkins had the good fortune to acquire information that a French banditti amounting to 1500 in number, had made good their landing a short time before, and were at that very moment in actual contest with the Dutch inhabitants.

The British commander, with the most prompt decision, seized the favourable moment of joining the latter, and having enabled them by the addition of his force, and the succour which he afforded them to expel their invader, received as the just reward of his gallant service, the submission of the whole island. The capture, for such it may be in great measure considered, of so much advantage, stands, we believe, unprecedented, as having been effected by so slender a force: Humanity must most highly rejoice at a conquest which certainly has prevented instead of being the cause of bloodshed, and feel the satisfaction resulting from success, augmented in a tenfold degree by the reflection of having rescued even a foe from the jaws of a tyger.

One event indeed connected with the navy, and that of the most singular kind, has happened, or to speak more properly, authentic information of its having taken place, has been received in the course of the month—the embargo which the Emperor of Russia has chosen to lay on all British vessels throughout his dominions. Some of the particulars which have marked his very extravagant conduct on this occasion, will be found in the preceding pages. They betray an eccentricity which renders comment unnecessary, and which, were not the subject so extremely serious, would certainly be a subject of ridicule and contempt, rather than of anger. The punishment must, owing to the interposition of nature, be of necessity deferred, at least on the side of the Baltic, till the approach of summer shall permit the avenging arm of the British navy to render its country the justice it demands, and convince the world that those who pretend to defend the laws and the rights of Nations, should be careful not to infringe them.

The rest of the naval occurrences, far as has hitherto come to our knowledge during the month, have been confined to the captures of privateers, many of which have scarcely ventured out ere they have fallen victims to their own temerity, and the very gallant preservation of several merchant vessels off Oporto, from falling a prey to the enemy, which was effected by the spirited resolution of Lieutenant Smith, in the Milbrook schooner, who, romantic and almost incredible as it may appear, engaged, and actually compelled a French frigate of more than three times her force, to surrender, though from the very disabled state of his own vessel, he was incapable of reaping the advantage his valour most truly merited.

This action, with many others during the present war, almost annihilate applause, for on occasions where it is impossible the tribute should equal the merit, gratitude feels herself compelled to be mute, and contemplates the debt she has incurred with silent admiration.

*Falmouth, Dec. 8.* Arrived the Lady Frances packet, Captain Hall, from Jamaica, last from Torbay, where she landed her mail; she passed this port in a gale of wind, and arrived at Torbay on Thursday last, from whence she sailed on Saturday morning: one man and a boy died on the passage, and she is in consequence thereof ordered into the quarantine pool. She fell in with, and was boarded by the Lark sloop of war, after leaving Jamaica. Several of her men left her in consequence of the alluring advantages held out to them by the Captains of merchant ships; fifty guineas being a common price offered to a seaman, at Jamaica, for the run from thence to England. Also the Prince Ernest, Petrie, from New York and Halifax, in 23 days, with mails, had three Scotch gentlemen passengers; the London packet, Faggen, from the eastward, with several vessels under her convoy; the Spider brig, from a cruize; Fairy sloop, from Torbay; and the Rasper, Duff, from Cork. Sailed the Duke of Clarence, Faulkener, with mails, &c. for New York; Reluctance, Horsewell, for Oporto.

*Hull, Dec. 16.*—We are happy to announce the arrival at this port of twenty-seven sail of vessels from the Baltic. They sailed from Elsinour on the 25th ult. in company with near two hundred sail of ships, which were fortunate enough to have reached that place when the embargo was laid on in the ports of Russia.

Copy of a Letter received by express from Scarborough, on Saturday Evening, by the Mayor of this Town.

" SIR,

*Scarborough, Dec. 13, 1802.*

" About an hour ago, two large ships (evidently from the Baltic), were discovered from the Castle, distance eight or nine miles, at the same time a lugger rigged privateer attacked and captured one of them; and, as the other ship is not more than one mile to the southward of the privateer, it is apprehended she may be captured also. There are also many other ships in sight, coming from the northward, and the signal for an enemy is now flying, and the alarm guns fired from the Castle to warn them of their danger, which is all that can be done here for their preservation. We trust you will have the goodness to dispatch any men of war, if there be any in the Flumber; and if you will have the goodness to forward a copy of this letter to Yarmouth, to the Admiral commanding there, it might be the means of recapturing the ship or ships. The wind is now from the N. E. a light breeze and fine weather, but rather foggy towards the sea. We are, &c.

(Copy)

JOHN COULSON, }  
JOHN TRAVIS, } Bailiffs.

*The Worshipful the Mayor of Hull.*

On the receipt of which, a copy was immediately forwarded by express from the Mayor to Admiral Dickson at Yarmouth.

*Dec. 22.* The following letter was received from Admiral Dickson, by the Worshipful the Mayor of this town, in answer to the information, sent by express, respecting the French privateers :

" SIR,

*Monarch, Tarmouth Roads, Dec. 15*

" I have to acknowledge the receipt of your letter, by express, which I received this morning at seven o'clock, acquainting me of an enemy's privateer having captured, off Scarborough, a merchant ship from the Baltic, and of the probability of her doing further mischief on the coast : and, in return, I am to acquaint you, that, in addition to the ships and vessels named in the margin, cruising for the purpose of affording protection to the homeward-bound Baltic convoys, I have ordered out the Inspector sloop, and Hazard and Diligence cutters; and that so soon as I am enabled, by the arrival of cruisers, I shall extend them from the Lemon and Oats to the Scaw. The Courier, hired armed cutter has been obliged to quit her station, between Flamborough Head and the Humber, in consequence of an action fought with a French privateer brig, a few days back.

" I am, Sir, &c.

" ARCH. DICKSON."

*Bristol, Dec. 23.* Yesterday his Majesty's sloop Kangaroo arrived at King Road, bearing the flag, and having on board Admiral Sir Robert Kingsmill, Bart. with his suite, and Captain Lumsdaine of the Royal Navy, from Cork.

*Boston, Nov. 20.* A gallant action was fought on the 12th of October, in lat. 22. 50. long. 51. between the American frigate, the Boston, Captain Little, and the French National corvette *Le Berceau*, Captain Stein. The ships, which were of nearly equal force, continued the action an hour and forty minutes; when *Le Berceau*, having lost all her masts, surrendered. Both were much disabled, and lost several men. *Le Berceau* is considered as one of the fastest sailing corvettes in the French navy. She served as a look-out vessel to the French fleet for eighteen months, has been frequently chased by the British cruisers, and was never before overtaken. She has been very successful in capturing British, Portuguese, and American vessels.

#### MUTINY ON BOARD THE THUNDER BOMB VESSEL.

It is with much concern we state, that a serious mutiny lately broke out on board his Majesty's bomb vessel the *Thunder*, Captain Newcombe, and that the mutineers, consisting of the principal part of the crew, having succeeded in overpowering the Commander and the other Officers, traitorously carried the ship into Bilboa, in Spain, and delivered her into the hands of the enemy. We feel ourselves wholly at a loss to find language with which to give an adequate expression of our indignation and horror at the vile conduct of the wretches who have thus indelibly disgraced their character, by one of the foulest acts of perfidy of which human nature, perhaps, can be deemed capable. Among Englishmen there can be but one sentiment of abhorrence towards the infamous traitor, who, by so flagrant a breach of every sacred obligation, could basely bring himself to tarnish the honour of his country, diminish its resplendent glory, and injure its best and surest engine of security. Happily there are, in the annals of our navy, but few instances of this horrid species of crime. May there

• Shannon, Bittern, Phoenix lugger, and Drake cutter.

never prove another; and may the perpetrators of the disgraceful outrage in question meet the prompt and necessary vengeance of the violated laws of their country!

The Expedition under the command of Captain Sir Home Popham has sailed from Weymouth. South America is understood to be the destination of this force. The valuable Spanish settlements in that quarter are at present in a very defenceless situation, and the most reasonable hopes are of course entertained of the success of the enterprise.

Important orders have been dispatched by Government to Admiral Lord Keith in the Mediterranean. They are said to contain instructions relative to the conduct to be adopted by our fleet with respect to the Russian squadron and transports in the Dardanelles, and the trade and fortresses of the Emperor Paul in the Black Sea.

The Lords Commissioners of the Admiralty have ordered the Guillaume Tell's name to be changed to the Malta.

His Majesty's Post-Master General, with a view to maintain the communication with the Continent in case of severe weather, have ordered two of the Yarmouth packets of the smallest draft of water, to be stationed in the Weser during the winter, to sail to and from Bremerlehe and Heligoland, whenever there shall be obstructions to the passage of the Elbe.

The prizes taken in the harbour of Curaçoa are so valuable, that the Lieutenants of the Nereide frigate, we are happy to learn, are likely to make from twelve to fourteen thousand pounds each.

The custom of the French, of giving absurdly false accounts of their naval actions, is by no means new. The writer of the life of the famous French Captain Duguay Trouin gives an account of a long and very desperate engagement between two French frigates, one of which was commanded by Duguay Trouin, and an English fleet of twenty-one sail of the line. Fifteen English line of battle ships engaged Trouin's frigate the whole afternoon, and at length night put an end to the engagement. The writer then goes on to state, that it was Duguay's intention to have boarded the English Admiral the next morning; but a gale of wind springing up, he was separated from the English fleet.

### Naval Courts Martial.

PORTSMOUTH, NOVEMBER 29.

THIS morning a Court-Martial was held on board His Majesty's ship *Gladiator*, in this harbour, for the trial of Mr. WILLIAM MATTHEW, gunner of the *Serpent*, for drunkenness.—The charge being proved, the Court sentenced him to be publicly reprimanded on board the ship to which he belongs.

Dec. 6. A Court-Martial was held on board the *Gladiator*, for the trial of JOHN HAWLEN, boatswain of the *Husar*, for drunkenness and disobedience of orders, at different times.

Admiral HOLLOWAY, President.

The Charges being proved against the Prisoner, he was adjudged to be dismissed from his Majesty's service, and rendered incapable of ever serving as an Officer in the Royal Navy again.

13. A Court-Martial was held on board His Majesty's ship *Gladiator*, in this harbour, for the trial of JOHN HUBBARD and GEORGE HYNES, two seamen belonging to the *S. George*, for an unnatural crime.

## Admiral HOLLOWAY, President.

The charge being fully proved against the Prisoners, they were sentenced to be hanged on board such ship or ships, and at such times, as the Lords Commissioners of the Admiralty should direct.

The President, in a very appropriate speech, most severely commented on the atrocity and depravity of the crime, and exposed its enormity in a manner that raised the greatest compunction in the Prisoners.

Same day, JEREMIAH CRONING, a seaman belonging to the *Ramilius*, was also tried, for insolent and contemptuous behaviour to the first Lieutenant of that ship, and taking him by the collar.

The charge being proved, the Prisoner was sentenced to receive one hundred and fifty lashes, to forfeit all his pay, and to suffer two years solitary confinement in the Marshalsea.

## PLYMOUTH, DECEMBER 2.

The Surgeon and Master of His Majesty's sloop *Vindicator*, in this harbour, having been brought to a Court-Martial, and found guilty of disrespect to their Captain, are sentenced to serve as Mates in their different professions. Being in every other respect worthy Officers and promising young men, they are much pitied by all their acquaintance.

## YARMOUTH, DECEMBER 8.

A Court-Martial was held on board His Majesty's ship *Princess of Orange*, in Yarmouth Roads, for the trial of Captain HOPPER, of the Marines, serving on board His Majesty's ship *Ardent*, on a charge brought against him by Captain BERTIE, of that ship, for contemptuous language.

## PRESIDENT,

CHARLES COBB, Esq.

Captain of His Majesty's ship *Princess of Orange*.

## MEMBERS,

Capt. JAMES R. MOSSE,  
GEORGE HART,  
JOHN LAWFORD,

Capt. R. C. REYNOLDS,  
CHAS. BOYLES,  
A. C. DICKSON.

The Court proceeded to inquire into a charge exhibited by the Right Hon. the Lords Commissioners of the Admiralty, against Captain THOMAS HOPPER of the Marines, belonging to His Majesty's ship *Ardent*, for contemptuous language contained in a letter dated the 26th November, 1800, addressed to THOMAS BERTIE, Esq. Captain of His Majesty's ship *Ardent*, to try him for the same. And the Court having heard the evidence and the prisoner's defence, and maturely and seriously considered the whole, are of opinion that the contemptuous language alluded to in the aforesaid letter, was not meant for Captain BERTIE, but for Lieutenant MARRIS, of the Marines, as it appeared by the evidence produced. The Court therefore acquit Captain HOPPER of any intent of conveying any disrespectful or contemptuous language to Captain BERTIE, his Captain, and he is hereby acquitted accordingly.

## TORBAY, DECEMBER 10.

A Court-Martial was held, on Lieutenant DELVEL, of His Majesty's ship *Formidable*, on the charge of speaking very disrespectfully of his Captain.

## Admiral Sir HENRY HARVEY, President.

The charge being fully proved, he was sentenced to be dismissed from His Majesty's service, rendered incapable of serving again, and to be imprisoned two years in solitary confinement.

## SHEERNESS, DECEMBER 23.

A Court-Martial was held on board the *Terpsichore*, in this harbour, to try Mr. THOMAS DOBSON, Boatswain of his Majesty's sloop *Sark*, for drunkenness, disobedience of orders, and neglect of duty; when the charges being proved, he was dismissed from his Majesty's sloop *Sark*, and rendered incapable of ever serving as an Officer in the Naval Service of his Majesty.

## WEST INDIES.

### LOSS OF THE DROMEDARY.

The following extract of a Letter, dated Trinidad, September 18, says,—

"You will possibly have seen by the paper, our misfortune of shipwreck in coming to the relief of this island, supposed to be attacked by a force from Guadaloupe, on endeavouring to get through Abacas, (one of the mouths of the Gulf of Paria). His Majesty's ship Dromedary was carried by the current into the midst of the breakers on the desert rock, and completely wrecked, at ten at night of the 10th of August. You will think it extraordinary, that the patient obedience and fortitude of the soldiers of the 2d West India Regiment, contributed much to the saving of every soul on board; which was despaired of for many hours. Our escape was considered the most miraculous that ever occurred; Captain Taylor, his officers and seamen, behaved with a coolness and intrepidity unexampled in such circumstances. The ship continued beating to pieces among the rocks and breakers against a coast, which to gain by swimming would have been attended with inevitable destruction. She was at last driven in such a situation, that her bowsprit approached a rock, which a man gained by swinging from a rope; several got to it by that means till a spar was launched from the bow, by which the whole escaped from the wreck. There we were, above 500, clinging to the rock, surrounded by breakers which no boat dare venture to approach; with not quite a hogshead of water, every moment expecting the wreck to break up and go to sea with the change of current, and leave us to perish by a more deplorable fate. In this state we remained fifteen hours, when, to our great joy and surprise, we discovered a flotilla dispatched by Governor Ketton to our relief, in which we embarked before night, by regaining the wreck, which still stood our friend, as nothing could come near the rock we were on, to take us off: incredible to imagine! though there were several women and children, not one life was lost; the children were tied on their parents backs with the officers' sashes. I cannot avoid mentioning a circumstance of one of the seamen who was tying his wife to him, and was on the point of committing themselves to the waves, but by which I pointed out to him both must perish, adding, that if he would leave his wife with me, and take the soldiers, I would give him leave to get a spar, by which he would save her life and every woman and child on board; he did so, and succeeded, and after leaving her in safety returned to the wreck, and would not quit me till I got on shore. When the ship became full of water, and people were preparing to swim, however fruitless the attempt, several soldiers, expert swimmers, came and stood by their officers, declaring they would not leave them. Poor fellows! their good nature and fidelity would avail but little. Lieutenant-Colonel Carmichael was present at the whole of this miserable scene, and acted with his wonted presence of mind and manly fortitude."

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MR. EDITOR,

The following Letter reflects so much honour on Capt. B. W. Taylor, his officers and ship's company, that I trust you will insert it in the Naval Chronicle:—

"DEAR SIR,

Trinidad, Port of Spain, 14th August, 1800.

"I most cordially unite with the unanimous desire of the officers of the Second West India Regiment in offering our condolence with you, on the late unfortunate event in the loss of his Majesty's ship Dromedary, under your command, at the moment of your ardent zeal to effect the service in which we were engaged, and was supposed to require the most decided endeavours.

"I have great pleasure in also complying with their request in returning our most sincere thanks to you, Sir, the officers, and ship's company of the Dromedary, for their attention and humanity in their unexampled efforts (after every hope of saving the ship vanished) to preserve the lives of his Majesty's troops in the most imminent danger; and which, beyond credibility, or any expectation, was attended with success. The cool and collected manner in which your orders

were conveyed, and the prompt obedience of your officers and seamen in their execution, inspired confidence in all persons on board, and evidently prevented the unhappy fate that awaited every individual.

"It is their wish to assure you, that their esteem for your character will ever be warm in their hearts; and I beg leave to add, that I shall ever remain,

My dear Sir, your faithful and very sincere humble servant,

H. L. CARMICHAEL,

Lieut. Col. 2d West India Regt.

Extract of a Letter from Guadaloupe, dated October 8th.

"A Boat being sent from the *Hornet*, Capt. Nash, on the *impress* service, and having taken some men from the *New Ceres*, belonging to Lancaster, had a blunderbuss fired into her by one of the crew; the lamentable consequence was, that the second Lieutenant (Croxall) was killed: Mr. Finegar wounded through both thighs; but he is, we are happy to hear, in a state of recovery. The *Hornet's* people were in the morning alongside the *Ceres*, when they found all the men had left her, except the chief mate and the steward, whom Capt. Nash gave up to the civil power.

"Two boats of the *Hornet*, with two of the *Daphne*, performed a most gallant service. Being dispatched after a ship close under seven batteries, they boarded her amidst a most formidable fire, and, after cutting with their cutlasses her cables, they brought her away. One of the boats returning under the command of Mr. Graves (son of Lord Graves), a midshipman, and for talents and spirit a very promising young man, was fired into by an armed schooner. We are sorry to state, the consequence was, two killed, and the arm of a third entirely shot away. Considering this is the first step Mr. Graves has made to sea, we cannot but give him our tribute of praise, for the gallantry he displayed on the above occasion.

"Captain Carpenter, of the *Leviathan*, being indisposed, and who is coming home for the benefit of his health, and Capt. Taylor, whose ship the *Dromedary* has been wrecked on the coast of Trinidad, are coming passengers in the *Charlotte* merchant ship."

LOSS OF HIS MAJESTY'S SHIP EL GALGO.

We are sorry to announce the loss of this ship, of which melancholy event an official account has been received at the Admiralty.

List of the Officers drowned on board his Majesty's late Ship El Galgo.

Captain G. S. Stoven	Mr. Edwards, Gunner
Lieutenant Barnes	Mr. Roberts, Boatswain
Mr. Gibson, Surgeon	Mr. Hughson, Master's Mate
Mr. Roberts, Purser	Mr. Simson, Carpenter

List of Passengers drowned.

Mr. Grimshaw, of Martinique	A French Lady
Mr. Poymer, of ditto	A Serjeant and eleven privates of the
Mr. Osborne, of Antigua	11th Regiment of Foot
Mr. Ross, a Clergyman of Jamaica	Two Soldiers' Wives

List of Persons saved from El Galgo.

Mr. T. Forrest, Master	T. Williams, Capt. Afterguard
Mr. T. Clark, Midshipman	H. Dowling, Lieutenant's Servant
J. Edwards, Carp. Crew	J. Otway, (Boy)
C. London, Capt. Foretop	G. Hurd, Gunner's Mate
J. Griffiths	J. Can, Cooper
W. Comerford, Afterguard	R. Fox, Seaman
D. Dehy, Seaman	A. Isaac, (Negro) ditto
P. Brown, ditto	W. Moss, ditto
J. Murray, Afterguard	S. Busby, ditto
Jack Joe, (Negro) Cook	T. Guy, ditto
B. Andrews, Quarter-master	R. Higgs, Capt. Maintop
R. White, Capt. Forecastle	A. Slave,
G. Millidge, Sailmaker	

Total saved, two Officers and twenty-three men;

PLYMOUTH REPORT,

FROM NOVEMBER 20 TO DECEMBER 22.

No. 21. Wind variable. Fair. This day Rear Admiral Sir J. Warren, Bart. hoisted his flag on board the *Renown*, of 74 guns, in Cawsand Bay. Last night the *Flora*, armed brig, of 14 guns, Lieutenant Carpenter, at anchor in Hamoaze, by some accident drifted on shore, on the rocks between Mount Wip and the Old Gun Wharf; to prevent her from falling over, the crew cut away her masts, notwithstanding which she soon afterwards hauled off, and sunk in deep water, on her larboard beam-ends. She was a well equipped brig, found in all stores, and bound for the Straits. At low water she appeared not the least bilged, and hopes are entertained she will be soon weighed up, by means of casks and lighters. It was a most fortunate circumstance it did not happen in the night, as the whole crew must have been drowned in their hammocks.

22. Wind N. N. E. Great fog. Dispatches came down, this day, for the Straits, which were to have been put on board the *Flora* (wrecked); they were immediately sent to the Admiral Paisley, armed brig, of 14 guns, Lieut. Nevin. She sailed directly for Lisbon, Gibraltar, and Malta. She was docked the 19th inst.; out the morning of the 20th; victualled and watered for four months, last evening; and sailed this morning, at two A. M.

23. Wind S. S. W. Hard rain, and blows a gale. Arrived from Jersey, *L'Ambrascade*, of 40 guns, Hon. Capt. Colville, with the Officers and crews of the *Hayick*, of 18 guns; and *Pelican*, of 16 guns, wrecked in St. Aubyn's Bay. Their description of the storm is dreadful: for nearly six hours, after all their masts were gone, they were exposed to the drifts of a sea running mountains high, which made so clear a breach over each ship, that the Officers and crews expected every moment would be their last; providentially the tide, which had risen thirty-two feet perpendicular, suddenly receded, and the Officers and crews saved their lives, but lost all their property. The *Hayick* is a total wreck; but the *Pelican* is towed along-side the Pier of St. Helier, though so much damaged that it is thought she cannot be repaired.

24. Wind S. E. Hard rain. Arrived a French brig, with biscuit, taken by the *Excellent*, of 74 guns, Captain Stopford. Arrived a French brig privateer, of 14 guns, prize to the Nile cutter, Lieutenant Argles; and Lurcher cutter, Lieutenant Forbes. Came in from Curacao, after a passage of six weeks, the *Wilmington*, a schooner, Lieutenant Paul, with dispatches for the Admiralty, from Captain Watkins, of *La Nereide*, of 36 guns, dated Curacao, containing the official account of that island and its dependencies, with forty-four sail of merchantmen, richly laden, for Europe, having surrendered to *La Nereide* alone; Lieutenant Paul set off express for London. Letters from Jersey state the safe arrival there, after the storm of the 9th, of the *Eurydice*, of 24 guns, Captain Talbot.

25. Wind S. W. Cloudy. Orders came down this day for *L'Immortalité*, of 40 guns, Captain Hotham, to fit for foreign service. *St. Joseph*, of 120 guns, is now in dock, completely coppered, and painted, with a light figure head of a Joseph. What is remarkable, when the Spanish Admiral Don Gravina visited the Dock Yard, in 1791, he was particularly requested to look at the New Dock then just finished, in which the *St. Joseph* has been repairing, and was asked if it was not the largest dock he ever saw?—His answer, though concise, was not prophetic: he said in French, "This dock, though confessedly very large, would not hold the *St. Joseph*, one of the first class of Spanish men of war."

26. Wind W. N. W. Fair. Passed down the Channel Fleet to the westward, under the command of that gallant Officer Admiral Sir Hyde Parker. By an Officer arrived in the Wilmington, a schooner, Lieutenant Paul, with dispatches from Captain Watkins, of *La Nereide*, dated Curacao, in October, it appears that a large American ship, with two mortars, a battering train, shells, shot, and gunpowder, ran alongside the *Nereide*, whilst lying off and on the Island of Curacao, supposing her to be *La Vengeance*, of 56 guns, Citizen Pilot (since captured by *La Seine* of 42 guns, Captain Milpe), when Mr. Raven, Master of *La Nereide*, boarded, and, by Captain W.'s orders, took possession of her. On examining a barrel or two hoisted on deck, upon unheading them, flour appeared at the top; Mr. Raven thrust his hand down and brought up some gunpowder. At this period the French, under the black General Rigaud, and the white General Jomel, had commenced hostilities on the Dutch, and were cannonading them across a river in the town of Curacao; fortunately Captain W. landed part of the cannon taken in the American, and being joined by the Dutch settlers, drove the French (about 1500 men, from Guadeloupe) into the interior of the island; finding the expected succours of arms and ammunition cut off, they precipitately retreated on board some armed vessels, and retired to Guadeloupe again. The Dutch Governor and inhabitants were so rejoiced at getting rid of their French friends, that he signed terms of capitulation, giving up the island to his Britannic Majesty; also the immense public property, in colonial produce and money, valued at near three millions sterling, to Captain Watkins, and his gallant crew. Thirteen sail, richly laden, had been sent off for Jamaica, and arrived safe. The renegade Rigaud is a close prisoner; General Jomel was admitted to his parole. Rigaud's brother was taken by the Dutch, and hanged for a spy. When the above schooner left Curacao, the *Meleager* frigate, and *La Legere*, of 24 guns, had arrived there from Jamaica, to secure this important acquisition to the commercial interests of this country.

27. Wind N. W. Hard Frost A. M. Hard Rain at Noon. Arrived the *Hecle*, of Teigamouth, from Newfoundland, with oil and fish. She parted the 9th inst. from the convoy in a gale of wind, and was captured on the 11th by *La Grand Decide* French privateer, of 18 guns, and retaken the 13th by *St. Fiorenzo*, 44 guns, Captain Sir H. B. Neale. Arrived from a cruise of 25 weeks the *Urania*, of 44 guns, Captain Towry; and the *Magicienne*, 32 guns, Captain Ogilvie. Went into the Sound L'Hereux, 24 guns, Captain L. O. Bland. Owing to the hard weather, the mail did not arrive till near eleven o'clock.

28. Wind N. N. W. Hard Frost. Sailed for the Straits the *Renown*, of 74 guns, Rear Admiral Sir J. Warren, Bart. Also for the Channel Fleet, the *Centaure*, 74 guns, Captain Markham; and *Warrior*, 74 guns, Capt. Taylor. The former fell in with Admiral Parker, who ordered him to Torbay to wait for orders, supposed for the North Sea.

29. Wind W. N. W. Cloudy. Sailed on a cruise *L'Hereux*, of 24 guns, Captain Bland; *Beaulieu*, of 44 guns, Captain Fayerman; and *Indefatigable*, of 44 guns, Hon. Captain Curzon. Arrived from off the Coast of France the *Amelia*, of 44 guns, Hon. Captain Herbert, having sprung her fore and main masts in the gale of wind on the 9th inst. Sailed for her station off the Coast of Spain, the *Fisgard*, of 48 guns, Captain T. B. Martin. *L'Impetueux*, of 84 guns, Captain Sir E. Pellew, Bart. fitting in Hamoaze, has received orders to relieve the *Cesar*, of 84 guns, Captain Sir J. Saumarez, Bart. on the station off the Black Rocks.

30. Wind W. N. W. Cloudy. Sailed the *Savage*, of 18 guns, Captain Webley, on a cruise. Letters from the squadron off the Black Rocks, dated the 24th inst. state, that an armed boat going ashore to get fresh stock at the Quemines Islands, fell in with and captured a boat with the pilot on board, going from Ushant to Brest, belonging to the Spanish Admiral; by him was learnt that the Combined Fleets had struck yards and topmasts. It should be observed this has been an invariable custom with the French Fleet when they

wished to push out a detached squadron. This, however, is certain, that seven sail of the line and three frigates are nearly ready for sea in the inner road, of which the flying squadron has notice, and no doubt these dark nights Commodore Sir J. Saumarez will keep a good look out for them, if they should try to escape.

Dec. 1. Wind W. N. W. Variable Weather. Letters from the squadron off the Black Rocks, dated the 27th ult. state, that to the 27th no movements had been made by the combined fleets, and that the Canada, of 74 guns, Hon. Captain De Courcy, is to take the Marlborough's late station. The Success, of this port, with earthen ware and coals, was captured on the 21st ult. within two miles of the land, by a French row-boat, and carried to Moslaix. This day the Flora, of 14 guns, Lieutenant Carpenter, was weighed up, and towed into Catwater, to be repaired; fortunately, from the ground where she lay being pretty clear, her damage is trifling.

2. Wind W. N. W. Rain and Sleet. Letters received this day from the Suworow, of 14 guns, Lieutenant Nicholson, dated the 24th ult. state, that near the Glenan Isles, the Captain, of 74 guns, Captain Sir R. Strachan, Bart. chased a fine French corvette, of 24 guns, on shore. Conceiving it possible to destroy her, the Suworow towed in four boats, with Lieutenant Hannah, and a party of marines and seamen. The Nile, of 14 guns, Lieutenant Argles, and Lurcher, of 14 guns, Lieutenant Forbes, towed in four other boats, manned and armed, close in shore, though annoyed by a tremendous fire of grape, round, and musquetry, from a battery high above her. They however succeeded in landing, set her on fire, and, after seeing her blow up with a dreadful explosion, the seamen and marines gave three cheers and re-embarked with their gallant leaders, with the loss of only one man killed by a shot striking the fluke of the Suworow's anchor through his head, and seven men wounded, three dangerously. The Suworow was much cut up in her sails and rigging; and having all her anchors shot away, was fastened to the Captain by an hawser. Arrived the El Dicho a Sociedad, or Happy society, panish schooner, from Bourdeaux to New Orleans, with a valuable cargo of sundries, prize to the Maria privateer, of this port. She was one of a convoy of 14 sail under convoy of a schooner of twelve guns; and as the Maria is a fast sailer, hopes are entertained of her picking up some more of the convoy.

3. Wind W. Fair. Arrived from Earl St. Vincent's fleet, which passed up for Torbay, the Barfleur, 98 guns, Rear Admiral Collingwood; London, 98, Captain C. Purvis; Montague, 74, Captain Knight; Courageux, 74, Captain Hood; and Russel, 74, Captain H. Sawyer. Admiral Sir H. Parker, who has the command of the Channel Fleet, does not mean to risk staying with the whole fleet off Brest at this season of the year, when it blows hard at W. or W. S. W. Arrived from a cruise the Fanny, of 14 guns, Lieutenant Frissell.

4. Wind W. Cloudy, with Rain. Came in the Patrioteuse, Batz, a Prussian, from Lisbon for Embden, detained by the Ferret privateer, of 14 guns, Captain Hostier, who has detained two Danish vessels, with cotton, not yet arrived. A court of enquiry was yesterday held on Lieutenant Carpenters, of his Majesty's hired brig Flora, bound to the Straits, which drifted, tailed ashore, swung off at low water, and overset on her larboard beam ends, near the old gun wharf. The Court, after taking the existing circumstances of the case into their serious consideration, did not attach blame personally to Lieutenant C. in the business, but did honourably acquit him. The Officers and crews of the Sylph, of 18 guns, Captain Dashwood, and the Telegraph, 18, Lieutenant Cornells, were very active in getting out the men from the Flora when she upset, or the whole crew would have been drowned. The Flora is now refitted, and almost ready for sea.

5. Wind W. N. W. Cold. This afternoon an express arrived at Admiral Sir T. Paisley's office from Government, with dispatches for Lisbon and the Straits. They are said to be of the highest importance, and are for Admiral

Lord Keith, General Sir R. Abercrombie, and General Sir J. Pulteney, &c. and were immediately shipped on board *La Victorieuse*, of 18 guns, Captain Richards, who sailed directly, though the wind was scanty, and rather foul; but with his usual activity he went out to sea, that the service might not suffer by any unnecessary delay.

6. Wind W. N. W. Cold and Cloudy. Passed down a large fleet. Came in the *Harriet*, Scadden, with lumber, for London, from Quebec, to wait convoy: she parted company with the fleet in a gale of wind. Also from a cruise the *Dasher*, of 18 guns, Captain Tobin. Sailed the *Magicienne*, of 32 guns, Captain Ogilvie.

7. Wind N. N. W. Fair, Clear, and Frosty. Came in the *Countess of Bute*, of Glasgow, from Newfoundland, laden with barrelled salmon, oil, and buccalo, for Naples and Leghorn: she parted convoy on the 10th ult. in a violent gale of wind, off the banks of Newfoundland; was captured on the 19th ult. by *La Braave* French privateer, of 36 guns and 350 men, off Bourdeaux; she was recaptured on the 26th ult. by the *Doris*, of 36 guns, Captain Lord Ranelagh. *La Braave*, just after her refitting at Passage, in Spain, sailed on a fresh cruise, and captured the *Caledonia*, of and to London, from Jamaica, which had parted her convoy in a gale of wind, with a valuable cargo of rum and sugar; she was sent for, and arrived safe at Bilbao. *La Braave* has escaped all our cruisers, as she sails so fast upon any wind on tack.

8. Wind N. N. E. Fair and Frosty. Orders came down this day to visit the *Russel*, of 74 guns, Captain Sawyer, now in Cawsand Bay, for six months. It is supposed she is destined for the Straits or the Cape of Good Hope.

9. Wind N. N. E. Fair. That very fine ship the Admiral Sir John Borlase Warren, built by Mr. Lockyer, merchant and broker, is taken up and chartered for Calcutta, to bring home rice, &c; she mounts 12 eighteen-pound carronades. The *San Josef*, of 130 guns, did not go out of dock the last spring tide, as it did not rise high enough. There have been employed in coppering her two tons, 660 pounds weight of sheet copper, and upwards of a ton of copper nails, bolts, and fastenings.

10. Wind E. S. E. Rain, and Fog. Passed by to Westward, the immense large fleets for Oporto, the Straits, Lisbon, and the West Indies, nearly 550 sail, under convoy of the *Seahorse* of 36 guns; *Maidstone* 32; *Alliance* 44; *Chichester* 44; *Serapis* 44; *La Pique* 44; *Harpy* 18; and *Dromedary* 24; a dead calm took them aback off the Edystone, and the whole horizon was covered with the floating-commerce of Albions proud Isles. The fog cleared off about noon, and presented with the setting sun, a spectacle from the high points of land, round this port, at once grand, picturesque, and interesting to every lover of his country's commerce and welfare.

11. Wind S. E. Cloudy. The wind last night having sprung up at E. S. E. The above fleets went clean off the Dedman by day-break. Arrived the *Suwarrow*, of 14 guns, Lieutenant Nicholson, from off Brest; left the *Cæsar* of 84 guns, Commodore Sir J. Saumarez, and the flying squadron off the Black Rocks. They had looked into Brest the 7th inst when there did not appear that any movement had been made. Sailed, to join the flying squadron and relieve the *Cæsar*, of 84 guns, *L'Impetueux*, of 84 guns, Captain Sir E. Pellew, Bart.

12. Wind W. N. W. Pleasant, with clouds. Arrived, last night, the *Montreal*, Captain Boyd, from Quebec, in thirty-five days, richly laden with furs, &c.; she sailed the 7th of October with the following fur ships, viz. *Eweritta*, *Adeona*, *Ariadne*, and *Pelican*, all very valuable; she separated, in a violent gale of wind, the 13th of Oct. and ran it the whole voyage. The mails were landed and forwarded by the mail-coach. The settlement was left in fine order, and the crops of all kinds of grain abundant. Letters from Antigua, dated Oct. 13. from an eminent Surgeon of that island, received by Mrs. C. of Saltash, state the arrival there of the *Gypsy*, armed schooner, 10 four-pounders, and 40 men, Lieutenant C. Bager, with a French brig privateer, of 3 nine and 2 four-pounders, 45 seamen, and 57 soldiers, returning from

Rigand's expedition against Curacoa: this action was well fought on both sides for nearly two hours, and the fire of the musquetry of the French chasseurs was well kept up, and very severe; the privateer attempted to run the Gypsy on board, but by the Gypsy's manœuvring, and the persevering gallantry of Lieutenant Boger, his Officers, and crew, a severe contest obliged her to strike her colours. Lieutenant Boger and his master were wounded, and three men; but they were, by the Surgeon's account who attended them, in a fair way of recovery.—Lieutenant B. is son of Captain Boger, of the Sea Fencibles, at Fowey, and many years a Lieutenant with Earl St. Vincent.

13. Wind W. N. W. Fair and fine. There is every reason, from the best authority, to suppose that the *Belliqueux*, of 74 guns, Captain R. Bulteel, in conveying out thirteen sail of East Indiamen, for China, has fallen in with and captured two French frigates, viz. *La Medee*, of 44 guns, and *La Concorde*, of 36 guns, returning from cruising off the Brazils, where they and their consort, *La Franchise*, of 44 guns (which escaped and got into Rochefort) have realized a great deal of treasure, &c. plundered from several Portuguese Brazil men, besides the plunder they got on the coasts of Africa last summer.—By the Clyde, of 44 guns, Captain Cunningham, is since learned, that in October last she chased *La Franchise* 48 hours off Rochefort, but she escaped by throwing some of her guns overboard; and a very heavy fog, with rain and squalls arising at the same time, she changed her course, and got into port. Arrived *L'Adif*, of 16 guns, and 120 men, prize to the Thames, of 32 guns, Captain Lukin; she is quite new rigged: on the stocks at Bourdeaux, launched and fitted in seven days, out of port one day, and in Plymouth the third day from her leaving Bourdeaux; on board her was discovered one of the mutineers of the *Hermione*. Sailed the *Boadicea*, of 44 guns, and *Magicienne* of 32 guns, on a cruise.

14. Wind S. E. Blows hard, with rain. Arrived the *New Lioness*, from London to Jamaica; she passed by with the fleet on Wednesday last, and on Thursday night ran foul of a brig of the convoy, which stove in her bows, and carried away her foremast and bowsprit. Arrived the Danish brig *St. Carr*, with hides, from Lisbon to Hamburg, prize to the *Ferret*, of 14 guns (private ship of war), Captain Hosier. Came in from a cruise the *Amethyst*, of 36 guns, Captain C. Cooke (1st); and Thames, of 32 guns, Captain Lukin. Passed up for Torbay, after a twenty weeks cruise off the Black Rocks, the *Cæsar*, of 84 guns, and *Pompey*, of 84 guns.

15. Wind E. S. E. Clouds with rain. Arrived the *Jane*, smuggling cutter, with 200 ankers of spirits, prize to the *Mary* and *Betsy* gun-boats; she was taken off Salcombe. Arrived the *Tamen Galliot*, from Quebec, with pot and pearl ashes; she fell in with the *Mary*, Davis, from Barbadoes, in a sinking state, to Newfoundland, with sugars; the Master and ten men were taken out of her, and she foundered in a few minutes after. Arrived the *Lord Duncan*, Besant, master, after a short passage from Riga (having escaped the embargo), with a valuable cargo of hemp and iron, for the Dock-yard. Last Thursday, in the grey of the morning, the *Start Points* bearing six leagues, W. and by N. saw a brig privateer, of 16 guns, full of men, board a deep laden brig and bend her off; she then made sail after the *Lord Duncan*, but, fortunately for her, discovering three sail to leeward, she changed her course and dodged them; night coming on, the *Lord Duncan* shaped her course for this port, and arrived safe.

16. Wind variable. Arrived the *Defiance* brig, from Padshaw to London, with tin, &c. captured by the schooner privateer *L'Heros*, of St. Maloes, and retaken by the *Suffisante*, of 14 guns, and sent in here. The other brig, prize to *L'Heros*, but retaken by the Plymouth lugger, Lieutenant Elliot, in trying to weather the *May Stone*, missed stays and went on shore, and was wrecked. She was from Bristol to London, with iron and potters ware.

17. Wind S. E. Cloudy. Accounts from Oporto, by the *Ferret*, of 14 guns, Captain Hosier, arrived last night, state the following very gallant action of the *Milbrook*, of 18 guns, and 45 men, Lieutenant M. Smith; she sailed on

a cruise, and fell in, off the Spanish coast, with the famous French privateer *La Bellona*, of 36 guns, nine and twelve pounders, and 320 men. *La Bellona* bore down under English colours, fired a musquet, and ordered her to strike, or he would sink her; the threat the *Milbrook* returned with a broadside, and before *La Bellona* could fire a gun, the *Milbrook* got on her larboard bow and gave her another broadside: *La Bellona* then fired into the *Milbrook* and disabled several of her guns, which Lieutenant Smith and his gallant crew soon got righted, when a severe contest ensued for three hours and a half. The heavy fire on both sides was kept up, when the *Bellona's* fire slackened, and she took to her 32 sweeps and fairly rowed off, and got into *Vigo*, leaving the *Milbrook* quite disabled. Lieutenant Smith was towed into the *Tagus*, where he and his brave ship's company received the thanks of the British factors; he had twelve men wounded, though not badly. By accounts from *Vigo*, *La Bellona* landed her first and second Captains and 45 of her crew wounded, besides throwing overboard 20 killed during the action. Came in the *Doria*, a Portuguese brig, with *Buenos Ayres* hides, Spanish property, prize to the *Ferret*. Yesterday morning, at two o'clock, the labourers of the Dock-Yard, and the crew of the *Namur*, of 98 guns, unshored the *St. Joseph*, of 130 guns, in the great dock, and by five A. M. it being a spring tide, she was got out alongside the North Jetty Head; she received her iron ballast, was hauled at four P. M. alongside the sheerhulk to take in her immense masts, made in the most complete style at the Plymouth Dock Yard, of the largest dimensions ever seen in any Dock Yard in the kingdom; she can fight fifty-eight ports on each broadside, including her quarter-deck and fore-castle.

18. Wind S. E. Cloudy. Letters received from Lisbon state, that by the very spirited blockade of three Spanish privateers, one of 14 guns, 75 men, and two of eight guns, and fifty men each, under Fort St. Julien, by the *Ferret*, of 24 guns, Captain Hosier, during twelve days, fifteen sail of transports, with troops, and thirty sail of the dispersed Newfoundland fleet, which separated from the *La Sapphire* frigate, arrived in damage at Lisbon, got safe into the *Tagus*. This conduct of Captain Hosier deserves great credit, for had he preferred mere profit to the protection of the commercial interests of his country, he would most likely have made a great deal of money by recaptures. Sailed the *Naïad*, of 38 guns, Captain Rickets, on a cruise.

19. Wind variable, mostly S. and S. E. Cloudy. Sailed the *Urania*, of 44 guns, Captain Towry, and *Amelia*, of 44 guns, Hon. Captain Herbert, on a cruise. Came in a Spanish brig packet, with iron and bale goods, prize to the *Sirius*, of 36 guns, Captain King. Orders came down this day for all cruisers to detain and send in all Russian vessels, or vessels with Russian property on board. Arrived the Plymouth lugger, Lieutenant Eliot, from a cruise; also the *America*, of Greenock, from Halifax, with masts for the dock yard. She ran it. Came in the *Prospect*, of Hull, one of the Lisbon fleet. She parted from them under convoy of the *Audacious*, of 74 guns, Captain Gould, off the Eddystone.

20. Wind W. Rain. Arrived a sloop with wine and brandy, prize to the *Canada*, of 74 guns, Hon. Captain De Courcy. Sailed on a cruise, the *Earl St. Vincent*, of 15 guns, Lieutenant Boys. Went down into the Sound *La Nymphé*, of 36 guns, Captain Douglas (vice Captain Fraser, absent on leave). She received this afternoon nearly 30,000l. prize-money, and sailed directly on a cruise.

21. Wind S. W. Cloudy with Rain. Sailed on a cruise off the Penmarks, the *Suwarrow*, of 14 guns, Lieutenant Nicholson. She is to be attached to the squadron under Sir L. Pellew, Bart. Letters received this day from the Admiral Sir T. Paisley, of 16 guns, Lieutenant Nevin, dated Lisbon, state his arrival there with his dispatches from this port in four days. He was to sail the next day for Gibraltar and Malta, with his dispatches for the different Commanders on those stations, 5 P. M. just arrived two galliots from Riga to Bourdeaux, with Russian cargoes, detained and sent into this port by the *Telegraph*, of 18 guns, Lieutenant Coriellia.

PORTSMOUTH REPORT,

FROM NOVEMBER 26 TO DECEMBER 28.

Nov. 27. Arrived the *Superb*, Captain Sutton, from the Channel Fleet, to visit; and the *Wolverene*, Captain Wright, from a cruise.

28. The *Humar*, Captain Lord Viscount Gurlies, is come out of dock, having had a through repair; and the *Snake*, Captain Lewis, and the *Sea Gull*, Captain Lavie, taken in.

29. Sailed the *Syren*, Captain Gosden, for Cork, to take the trade under his convoy from thence to Jamaica.

30. Sailed the *Fairy*, Captain Warren, to Falmouth, to collect the outward-bound ships; who, with the *Andromeda*, Captain Bradby, and *Bourdelaie*, Captain Manby, will convoy them to the West Indies, as soon as the wind permits.

Dec. 1. Sailed the *Endymion*, Sir Thomas Williams; *La Loire*, Captain Newman; and *Gorgon* (store-ship), Captain Hill, for St. Helena; and Earl Spencer, Lieutenant Rye, on a cruise. Also, the *Andromeda*, with Lord Lavington on board, for the West Indies.

2. Arrived the *St. George*, Captain Edwards; *Defence*, Captain Lord H. Paulet; *Ramilias*, Captain Grindall; *Robust*, Captain Browne; *Mars*, Captain Monckton; and *Saturn*, Captain Totty, from the Channel Fleet. Also the *Grand Falconer* cutter, Lieutenant Chilcott, from Marcon, with the *Champion* cutter in tow, dismasted.

3. Sailed the *Atalanta*, Captain Griffiths, for the Channel Fleet; and the *Niger*, armed *en flute*, Captain Hilary, for Gibraltar.

4. Arrived the *Princess Charlotte*, Sir Edward Berry, with dispatches from Lord Keith; and the *Adventure*, armed *en flute*, Capt. Carter, from Gibraltar.

5. Arrived the *Hazard*, Captain Butterfield, from the Downs. She saw the Newfoundland and Halifax convoy 100 leagues to the westward, off Cape Clear, all well. Also the *Beaver*, Captain Jones, from a cruise.

7. Sailed the *Sea-Horse*, Captain Foote; *La Pique*, Captain Young; *Maidstone*, Captain Donnelly; *Harpy*, Captain Birchall; and the *Chichester* and *Serapis*, store-ships, with 317 sail of merchantmen under convoy, for Lisbon, Oporto, and the Mediterranean. The *Harpy* is only to see them down Channel, and then return. Also sailed the *Andromeda*, Captain Bradby, and *Bourdelaie*, Captain Manby, with a convoy for the West Indies.

11. Arrived the *Earl St. Vincent* cutter, Lieutenant Lackey, from a cruise; and *Nemesis*, Captain Baker, with the *Eliza*, *Ann*, and *Mornington*, East Indians, under convoy, from the Downs.

12. Arrived, and sailed again on a cruise, the *Constitution* cutter, Lieut. W. H. Falknor.

14. Sailed the *Princess Charlotte*, Captain Sir Edward Berry, for Chatham, to be repaired; and the *Beaver* sloop, Captain Jones, on a cruise.

15. Arrived the *Porcupine*, of 24 guns, Captain Evans, with the *America*, *Lord Macartney*, and *Diamond*, laden with naval stores, under convoy, from Halifax. Commissioner Duncan came home passenger in the *Porcupine*, and landed at Plymouth; also the *Rambler*, of 16 guns, Captain Schomberg, from Falmouth; and the *Audacious*, of 74 guns, Captain Gould, from the Mediterranean, and last from Lisbon.

16. Sailed the *Argo*, of 44 guns, Captain Bowen, with sealed orders. The *Eliza*, *Ann*, and *Mornington*, with stores for the Cape of Good Hope, sailed under her convoy; and the *Nemesis*, of 28 guns, Captain Baker, on a cruise.

19. Sailed the *Sea-Gull*, of 18 guns, Captain Lavie, and *Rambler*, of 16 guns, Captain Schomberg, on a cruise; but a contrary wind caused them to return.

21. Arrived the *Cæsar*, of 80 guns, Captain Sir James Saumarez, from the Channel Fleet; *Active*, of 32 guns, Captain Gifford; and *Harpy*, of 18 guns, Captain Birchall, from a cruise. Sailed the *Earl St. Vincent* cutter, Lieutenant Lackey, with a convoy for the Downs.

22. Arrived the *Proselyte*, of 32 guns, Captain Fowke, from cruising off Havre de Grace.

23. Arrived *La Loire*, of 44 guns, Captain Newman, and the *Beaver*, of 18 guns, Captain Jones, from separate cruises. Sailed the *Determinée*, of 32 guns, Captain Searle, to St. Helen's.

24. Arrived the *Bellona*, of 74 guns, Captain Sir T. B. Thompson, from the Channel Fleet, and the *Earl Spencer* cutter, Lieutenant Rye, from a cruise. She chased off the preceding Friday, off the Start, a French lugger privateer, of 16 guns, which she would have captured, had not a thick fog enabled the privateer to escape. She has detained, and brought in with her, the ship *Martha*, richly laden.

27. Sailed the *Audacious*, of 74 guns, Captain Gould, for Plymouth, to be paid off, and the *Sea-Gull*, of 18 guns, Captain Lavie, for Jersey.

Promotions and Appointments.

Admiral Whitshed is appointed to succeed Admiral Gambier at the Admiralty Board.

Admiral Gambier succeeds Sir Roger Curtis at the Cape of Good Hope; and Sir Roger succeeds Admiral Rainier, in the East Indies, who is coming home.

Admiral Sir Richard Bickerton is gone up the Mediterranean, to relieve Sir Sidney Smith, at Egypt.

Admiral Sir John B. Warren succeeds Sir Richard in the command off Cadiz.

Admiral Sir Erasmus Gower is appointed to a command in the Channel Fleet, and will hoist his flag on board the *Princess Royal*.

Captain Hardy is appointed to the *San Josef*, of 112 guns, as mentioned in our last.

Captain Retalick is appointed to the *Defence*, of 74 guns.

Captain Ommancy is appointed to the *Barfleur*, the flag-ship of Rear-Admiral Collingwood.

Captain Stephens, of the *Barfleur*, is appointed to the *Glatton*.

Lord Amelius Beauclerk is appointed to the *Fortunée*, of 40 guns, sitting for sea at Woolwich.

Captain Rowley is appointed to the *Prince George*, in the room of Captain Sutton.

Captain Cobb, of the *Glatton*, is appointed to the *Princess of Orange*, in the room of Captain Hope.

Captain Hammond, late of the *Lion*, is appointed to the *Blanche*, a new frigate.

Captain Rickets is appointed to the *Naiad*, of 38 guns.

Captain G. Hope is appointed to the *Leda* frigate, just launched at Chatham.

Captain F. Halliday is appointed to the command of the *Thames* frigate.

Captain John O'Brien is appointed to the *Emerald*.

Captain Monday is appointed to the *Swan*.

Captain E. D. King, of the *Gaieté*, is appointed to the *Leviathan*, *ex* Capt. James Carpenter; and Lieutenant Peacocke of that ship, to the command of the *Gaieté*.

Captain Durban, of the *Weasle* sloop, is made Post.

Lieutenant Butcher, of the *Sans Pareil*, is promoted to a commander, and appointed to the *Guachapin* brig.

Lieutenant Edward Chatham, who so gallantly distinguished himself in the action of La Seine frigate with La Vengeance, of 50 guns, is promoted to the rank of Commander.

Lieutenant Folvil, of his Majesty's ship *Superb*, is promoted to the rank of Commander, and appointed to the *Sally* armed ship.

Lieutenant Bond, of the *Netley* schooner, is promoted to the rank of Commander.

Lieutenant Mein is appointed to the *Netley*.

Lieutenant E. Kindall, late First of the *Royal Sovereign*, is made Master and Commander.

Lieutenant Paul, who brought the dispatches from Captain Watkins, of the *Nereide*, from Curacao, is promoted to the rank of a Commander.

Lieutenant Richards, late First of the *Cambridge*, is appointed to the command of *La Resolute*, commissioned as a sloop and receiving ship at Plymouth.

Mr. M. White, of the *Topaz*, is made a Lieutenant, and appointed to the *Phylades* sloop of war.

Sir Richard Pearson succeeds to the Lieutenant-Governorship of Greenwich Hospital, vacant by the death of William Locker, Esq. Sir Richard, during the last war, commanded the *Scrapis*, of 44 guns, and very much distinguished himself by his engagement with Paul Jones, off Scarborough.

F. Atkins, Esq. is appointed Purser of the *Saturn*, of 74 guns.

Mr. Wacey is made a Purser, and appointed to the *Fortunée*.

Mr. J. Meik, Clerk of the *Foudroyant*, is appointed Purser of the *Caroline* frigate.

Mr. Archibald Telfer, of the *Ville de Paris*, is made a Lieutenant, and appointed to the *Spy* sloop.

Mr. Duncan, late Commissioner at Halifax, Nova Scotia, is, we hear, appointed a Comptroller of the Navy. He is succeeded in his late office by Captain Inglefield.

MARRIAGES.

Lately, Captain Anderson, of the Navy, to Miss Eggleston, of Kilham.

The 5th instant, at Stoke Damerell, Devonshire, William McDonald, Esq., Surgeon in the Royal Navy, to Miss Knight, daughter of Captain Knight, of his Majesty's ship *Montague*.

The 9th inst. at St. James's Church, Captain Temple Hardy, of the Navy, only surviving son of the late Sir Charles Hardy, to Miss Warre, of Belmont Lodge, ~~Marta~~.

Lately, Sir Thomas Williams, Captain of the *Endymion*, at Salisbury, to Miss Whaphare, eldest daughter of the late Charles Whaphare, Esq.

15. By special licence, G. Nelson, Esq. of the Temple, London, brother to the Secretary of the Navy, and a relative of Lord Nelson, to Miss Browne, of Stoke Newington.

The 23d inst. Admiral Sir Hyde Parker, to Miss Onslow, daughter of his brother Admiral. The difference of their ages is exactly forty-three years. Lady Parker has a settlement of 2000*l. per annum*.

24. At Kingston, by the Rev. W. Russell, Lieutenant A. Wilson, of the Navy, to Miss E. B. McKay, of Gibraltar.

The 25th, at St. Martin's in the Fields, Captain Dundas, of the Navy, to Miss Charlotte Wood.

At Truro, James O'Brien, Esq. Captain in the Navy, and nephew to the Earl of Inchiquin, to Miss Bridgman Williams, daughter of James Williams, Esq. of the same place.

At Shrewsbury, Francis Parry, Esq. Captain in the East India Company's service, to Miss Lloyd, of Fitz.

S. Warren, Esq. late Commander of the *Scourge*, to Miss Barton, daughter of Mr. Barton, Clerk of the Survey, Chatham Dock-yard.

OBITUARY.

On the 1st inst. at Salisbury, John Stanhope, Esq. Rear-Admiral of the Red Squadron.—After continuing a very limited time in the progressive ranks of Lieutenant and Commander, he was, on the 5th of March 1799, raised to that of Post Captain.—A singular anecdote is related of him while holding this station:—Being appointed to command some ship which had been equipped either at Greenwich or Deptford, he was lying in Long Reach ready for sea, when some of the Lords of the Admiralty, among whom was, we believe, the late Bamber Gascoyne, having proceeded down the River on a party of pleasure in the *Trinity Yacht*, that vessel passed the ship commanded by Captain Stanhope with her pendant flying. Mr. Stanhope fired a shot a-head of her, as an order for her to strike her pendant. This not being complied with, he fired a second, which passed through her rigging. Some of the passengers, and Mr. G. in particular, feeling their consequence hurt by this violence, brought to, and having either sent or proceeded in person on board the ship, complained in very warm terms of the affront, insisting loudly on their own privilege as Lords of the Admiralty, and the insult offered to it. Captain S. coolly replied, he knew them not in other character than that of private individuals, except when acting in an official capacity; and that no vessel whatever, except she belonged to his Majesty, should pass the ship he commanded with her pendant flying.—Captain Stanhope was advanced to the rank of Rear-Admiral of the Blue on the 1st of June 1795, and on the 14th of February 1799, to the same rank in the Red Squadron; but never held any command after he became a flag officer.

On the 6th inst. Sir George Bowyer, Bart. Admiral of the Blue Squadron.—This Gentleman was the descendant of a very ancient and respectable family in the county of Berks. He was appointed a Lieutenant in the Navy on the 13th of February 1758, advanced to the rank of Commander on the 4th of May 1761, and to that of Post Captain on the 28th of October 1762.—His first ship was the *Sheerness*, and after quitting that command, he held no other of any material consequence till after the commencement of the dispute with North America in 1776, when he was appointed to the *Burford* of 70 guns. He removed in 1778 into the *Albion* of 74 guns, and proceeded almost immediately to North America under the orders of Vice-Admiral Byron. Having at the close of the same year accompanied that Gentleman to the West Indies, he consequently became concerned in all the actions which took place in that quarter previous to the end of the year 1781, and distinguished himself so highly on all occasions, as to draw from the different Commanders under whom he served the warmest commendations. Having returned to Europe in 1781, he did not receive any other commission during the war, but after its cessation was appointed to command in the *Medway*, with the rank of Commodore, and accordingly hoisted his flag on board the *Irresistible*. After quitting this honourable station, as is customary at the end of three years, he held no further command till 1790; when, on the idea being entertained, that a war with Spain was more than probable, he was appointed to the *Boyne* of 98 guns. The storm dispersing, this ship was put out of commission.—On the eve of the present contest with France, Captain Bowyer, being advanced to the rank of Rear-Admiral of the White, hoisted his flag on board the *Prince* of 90 guns, being appointed to command the Channel Fleet under the late Earl Howe. He distinguished himself most gallantly in the memorable defeat given to the French Fleet on the 1st of June 1794; on which occasion he had the misfortune to lose a leg, and of course became incapacitated from again taking upon him any farther active service. His gallantry was most justly rewarded with the applause of his country and the favour of his Sovereign. A gold chain and medal, with the rank of Baronet, were also bestowed most deservedly upon him, together with a pension of 1000*l.* a year, as some remunera-

ration for the bodily injury he had sustained in his country's service.—Sir George was advanced to be Rear-Admiral of the Red on the 12th of April 1794, Vice of the Blue on the 4th of July following, Vice of the Red on the 1st of June 1795, and Admiral of the Blue on the 14th of February 1799.

On the 7th instant, at Hastings, in Sussex, Benjamin Robertson, Esq. a Justice of the Peace for the county of Surrey, and many years a Navy Agent.

On the 23d ult. at Haddington, Mrs. Anne Campbell, relict of Mr. S. Brown, Surgeon in the Navy.

At his father's house, Stocket Side, near Aberdeen, on the 18th instant, after a long illness, Mr. Walter Mitchell, in the 39th year of his age. He was many years an Officer in the Honourable East India Company's Service, and last in the Navy.

On the 4th ult. at Brompton, the Hon. Lieutenant A. J. Stewart, son of the Earl of Londonderry, and Lieutenant in the Navy.

Of a fever, in the East Indies, in his 25th year, Mr. James Geddies, midshipman of his Majesty's ship *Trident*. He was a descendant of one of the most ancient clans in Scotland, from which the town and parish of Gedburg or Jedburg takes its name. He had nearly completed the time which is required to serve as Midshipman previous to being made a Lieutenant; was an active and deserving Officer, and an excellent seaman. Mr. G. had been in several engagements; was at the taking of the island of Corsica, and at that time served on board his Majesty's ship *Fortitude*, which was laid against Fort Fiorenza for the space of three hours, and was on fire in several places with the red-hot shot from the fort, when they were obliged to cut their cable; Mr. G. was slightly wounded on the occasion.

Lately, at South Shields, Mr. John Miller, ship-owner. By a sudden motion of his vessel, he was thrown into the sea, through the main chains, in the presence of his wife and children, and sunk before any assistance could be given him.

The 20th inst. at his house, in Park-street, Westminster, Captain John Hallam, of his Majesty's Navy, aged 82.

At Portsmouth, late of Teddington, Middlesex, Lieutenant William Macpherson Rice, of the Royal Navy.

On board the *Guillaume Tell*, the 16th of October last, on his passage home from Minorca, Lieutenant Francis Lloyd, aged 31 years, eighteen of which he had been in actual service.

In September last, at Jamaica, Mr. Adam Dickson Dobie, Midshipman on board his Majesty's ship *Apollo*.

24. The Earl of Ranelagh, at the Fountain Inn, at Portsmouth. His Lordship was Captain of the *Doris* frigate, the command of which is given to Capt. Luken. Lord Ranelagh's title devolves on his brother, Major Jones, who is now on duty with his regiment the 66th, in the island of Newfoundland.

On the 26th, of a paralytic complaint, William Locker, Esq. Lieutenant-Governor of Greenwich Hospital. He was appointed a Lieutenant in the Navy in 1758, a Commander in 1762, and a Post Captain in 1767. While his private virtues entitled him to the highest honour in civil society, his abilities as an officer justly acquired him the most distinguished reputation in respect to the public service. This gentleman was the nautical tutor of Lord Nelson, who loved him with the sincere affection of a friend, revered him as a foster parent, and has seized with avidity every possible opportunity of publicly declaring he was indebted for every honour he had been fortunate in acquiring to the instructions and knowledge he had received from this good and gallant man.—Such a tribute, and so justly bestowed, reflects equal honour on the gratitude which pays it with the worth that requires it. He succeeded the late Lieutenant-Governor Ferguson in his station at Greenwich Hospital in the month of February 1793.

INDEX

TO THE

MEMOIRS, HINTS, PHILOSOPHICAL PAPERS, NAVAL
LITERATURE, POETRY, REMARKABLE INCIDENTS,
&c. &c. IN VOL. IV.

A.
ADMIRALTY, High Court of, con-
victions at, 76. Condemnation of
vessels at, 78.
ADMIRALTY SESSIONS, proceedings at
the, 502.
ALEXANDER OF ALTONA, THE, con-
demned, 78.
ALBION sloop of war, capture of, 337.
AMERICAN MARINE, particulars of, 76,
119, 148.
ANCHORS AND CABLES, letter on, 218,
370.
ANIMAL-FLOWER, description of the, 486.
ARMISTICE, NAVAL, 422.

B.
BAKER, Admiral. See **BYNG**.
BAMBOURGH CASTLE, account of the
signals, &c. at, 481.
BARRINGTON, the Honourable **SAMUEL**,
his letter, praising Capt. Jervis, — .
Notice of his decease, 168. Enters the
service, 171. Made a commander, 173.
Appointed to the *Bellona*, and engages
the Duc de Chartres, *ib.* Removed into
the *Romney*, 174. Made an established
Commodore, and sent into the Mediter-
ranean, *ib.* Negotiates for the release
of British subjects in slavery, *ib.* Ap-
pointed to the *Crown*, 175. To the
Norwich, *ib.* Sails to North America,
under Admiral Keppel, *ib.* Appointed
to the *Achilles*, *ib.* Captures the *St.*
Florentine, 176. Proceeds against *Belle-*
isle, 177. Appointed to the *Venus*, 178.
Receives the late Duke of Cumberland
on board his ship, *ib.* Appointed to the
Prince of Wales, 179. Promoted to the
rear-admiralship of the *White*, 180.
Serves in the West Indies, *ib.* His
official letters from the Grand Cul-de-
Sac, 181, 184. Engages Count D'Es-
taing, 188. Is second in command
under Lord Howe, in the relief of Gi-
braltar, 179. Made admiral of the
Blue, 196. Promotes the institution of

a society for the relief of indigent naval
officers, their widows, and children,
ib. Raised to the rank of admiral of
the *White*, 197. Appointed colonel of
the Chatham division of marines, *ib.*
General, *ib.* Heraldic particulars re-
specting, 198.
BARTOLOMEO's, FRA. PAOLININO DA
SAN, voyage to the East Indies, 492.
BELLIGERENT NATIONS, maritime rights
of, relative to neutrals, 206.
BERKELY, Hon. Adm. discovers a new
chasm on the coast of France, 44.
BERKELY, Lord, commands a detach-
ment against Brest, 484.
BIOGRAPHICAL ANECDOTES OF NAVAL
OFFICERS, from Mr. Lodge's Illustra-
tions of Holbein's Portraits, 124, 296.
— Memoirs of the Earl of
St. Vincent, 1. Of Lord Viscount Dun-
can, 82. Of the Honourable Admiral
Barrington, 169. Of Sir Erasmus Gower,
258. Of Sir Thomas Pasley, 349. Of
Sir William Sidney Smith, 445.
BREST, view of the harbour of, Plate
XLVII. 483.
— History and topographical descrip-
tion of, 483.
—, directions for entering the port of,
485. Description of the chart of the
harbour, *ib.*
BROWN, Capt. **PHILIP**, biographical no-
tice of, 366.
BULMER, Capt. **JOHN**, extraordinary un-
dertaking of, 369.
BYNG, Sir **GEORGE**, original letter of,
addressed to Admiral Baker, 48.
—, Admiral, his action off Minorca,
114.
BARCELONA, capture of two Spanish cor-
vettes in the road of, 334. Swedish note
respecting the same, 411.

C.
CABLES AND ANCHORS, letter on, 218,
370.

CADIZ,

INDEX,

CADIZ, blockade of, 244. Expedition against, 425.
CAERMARTHEN, Marquis of, reconnoitres the harbour of Brest, 484.
CAMPDOWN, representation of the action off. Plate XXXIX, 128.
CHANNEL FLEET, arrangement of the line of, 255.
CHARLES BARING West Indiaman, loss of, 441.
CLINTON, Lord EDWARD, life of, 124.
CLONCARRIE, Earl of, anecdote of, 368.
CONFEDERACY, NORTHERN, particulars respecting, 499.
CORMORANT, loss of, 254.
COURTS MARTIAL, NAVAL, their proceedings on the trial of: Captain Alms, Mr. Rothery, Mr. Frims, and the rest of the officers and ship's company of his Majesty's ship *Repulse*, 74. Mr. W. Kelly, Mr. John Skea, Lieut. William Waker, John Duncan, and Joseph Brow, 75. Bartholomew Porter, Arthur Hughes, Thomas Nelson, John Watson, and James Allen, 156. Mr. George Hudson, Lieut. E. Clarke, Lieut. Pacy, John Barnett, of the *Danck*, 245. Thomas McCarty, Joseph Wright, alias Mair, James Keeting, James Blew, Lieut. James Ryder, Alexander Brown, T. Tring, 338. John Brown, 432. William Dean, Thomas Taylor, William Millage, John Brown, Thomas Pomek, William Ellis, Andrew Dryden, Alexander Brown, Mr. Samuel Forster, Richard Hall, 437.
CREWE, Lord, benevolent institution of, 481.
CRONSTADT, embargo at, 499.
CURACOA, capture of, 439-505.

D.

DENMARK, a convoy of, disputes the rights of the British flag, 157. Articles in her treaty of commerce with Great Britain, 158. Ten years convention with, 243. State papers relative to the dispute, 302.
DICKSON, Vice-Admiral, journal of the proceedings of his squadron, 240.
 ———, Captain EDWARD STIRLING, receives the thanks of the inhabitants of Trinidad, 246.
DIVING MACHINE, newly invented, 135.
DOCKS, West India; ceremony on laying the first stone of, 64.
DONKEY, Capt. biographical notice of, 257.
DUNCAN, Lord Viscount, ancient history of his family, 81. Is educated at Dundee, 82. Enters with Captain Robert

Baldanes, 83. Promoted to be lieutenant, 84. Advanced to the rank of commander, 85. Post captain, *ib.* Accompanies an expedition against the Havannah, *ib.* Private anecdote of, 86. Is a member of the court martial held on Admiral Keppel, 87. Is engaged in the action with Don Juan de Langara, 88. Loses his prize, 91. Appointed to the *Blenheim*, 93. Removes to the *Foudreyant*, 94. Promoted to be rear-admiral of the Blue—of the White—vice of the Blue—of the White, 94. Admiral of the Blue, *ib.* Of the White, 95. Is appointed to the chief command in the North Seas, *ib.* Assumes the command of the Russian squadron, 96. His conduct during the mutiny in his fleet, 97. His victory off Camperdown, 104. List of the English and Dutch fleets, 107. Signals employed, 108. Extract from the log-book of the *Venerable*, 107. His official letter, 112. Is created Baron Camperdown, and Viscount Duncan, *ib.* Heraldic particulars of, 113.

DUNKIRK ROADS, attack of the enemy's fleets in, 77.

DUTCH account of their engagement with the British fleet on the 14th of June 1666, 44.

E.

EAST INDIES, marine regulations there, 77.
 ———, voyage to, by Fra. Paulino da San Bartolomeo, 492.
EAST INDIA REPORTS, 254, 344.
EMBARGO at Cronstadt, 499.
EXPEDITIONS, SECRET, 159.

F.

FEVER, essay on Dr. Robertson's, 57, 126.
FORRESTER, Lord, some notices concerning, 172.
FRANCE, new channel discovered on the coast of, 441.
FRENCH, critical remarks on their official veracity, 317.
FLAG, BRITISH, rights of, 308.
FLETCHER, Dr. account of his work, intitled *THE NAVAL GUARDIAN*, 298.

G.

GALLIES, battle of the, 450.
GHEZZAR, his real name, 459.
GIBALTAR STATION, list of ships on the, 245. View of the rock of, Plate XLV. 380.
 ———, history and topographical account of, 381.
GOWER, Sir ERASMUS, his descent, 257. Enters

INDEX.

Enters the service, *ib.* Sent into the Portuguese service, 258. Made a lieutenant, *ib.* Appointed to the Swallow, *ib.* Appointed to the Swift, 259. Wrecked on the coast of Patagonia, *ib.* Conveyed to Falkland Island, 261. Appointed second lieutenant of the Princess Amelia, 262. Appointed to the Levant, 263. To the Sandwich, 264. Appointed captain of the Prince William, *ib.* Serves at Gibraltar, 265. Ordered for the East Indies in the Medea, *ib.* His bold attack of a Dutch vessel at Cuddalore, 268. Unfortunate engagement with the French, 274. Negotiates with M. de Suffrein, 275. Providential escape off the Western Islands, 276. Serves on the Newfoundland station, 277. Sent for to England, on the first project of an embassy to China, 278. That project abandoned, *ib.* Appointed to the command of the Lion, for the purpose of conveying Lord Macartney to China, *ib.* His remarks on the passage to Madeira, 279. Particularly his passage through the Yellow Sea, 280. Returns to England, 287. Appointed to the Triumph, 288. His meritorious conduct on the 17th of June 1795, *ib.* Commands the vessels equipped against the mutineers at the Nore, 289. Promoted to the rank of rear-admiral of the White, *ib.* Heraldic particulars of, *ib.*

GOWER, Mr. his principles of ship-building, 50. His essay on naval signals, 133.

GRAHAM, the Right Honourable Lord **GEORGE**, some notices concerning, 171.

GREEKS, MODERN, maritime character of, 290.

GREEN, Lieutenant G. biographical notice of, 365.

GREENWICH HOSPITAL, new regulations in, 337.

GUILLAUME TELL. See **WILLIAM TELL**.

GUNNERY, NAVAL, questions and answers relative to, 53. Orders of the French government respecting, 143, 144, & seq.

H.

HAIL-STORM, his letter on the French lucubrations in naval tactics, 227.

HAMILTON, Capt. Sir **EDWARD**, dines at the Mansion House, 431.

HEILIG ISLAND, account of, 377.

HISTORY, NAVAL, illustrations of, 48, 116, 202, 383.

HOLLAND, intelligence of ships launched in, 160.

HOUND SLOOP OF WAR, intelligence respecting, 337.

HOWE, Earl of, private letter of an officer on board the fleet of, 48.

I.

JERVIS. See **ST. VINCENT**.

INMAN, his conduct in the capture of the *Desirée*, 77.

K.

KEITH, Lord, his letter to General Kleber, 76.

KINGSMILL, Admiral, gives an entertainment to the principal inhabitants of Cork, 247. Is created a baronet, 442.

L.

LAMPS, FUMIGATING, 442.

LEFUR, HUMPHREY, murder of, 502.

LISBON STATION, list of Ships on, 245.

LITERATURE NAVAL, 57, 126, 404, 492.

M.

MALTA, blockade of, 246, 335.

MARINES, Lord Keith's regulations concerning, 337.

MARINE, FRENCH, regulation in the, 139, 330.

——— **LAW**, spirit of, 404.

MARITIME RIGHTS of belligerent nations relative to neutrals, 206.

MARLBOROUGH, loss of, 428.

MAXWELL'S SPIRIT OF MARINE LAW, 404.

MEDITERRANEAN STATION, list of ships on, 245.

MILLER, Capt. biographical notice of, 245.

MONARCH, three Dutch flags at different times surrendered to her, 90.

MUTINY on board Admiral Duncan's fleet, some account of, 97.

N.

NARROWS, return of the loss of the Swedes in the passage of, in 1790, 450.

NAVAL LITERATURE. See **LITERATURE**.

NAVAL POETRY. See **POETRY**.

NAVAL GUARDIAN, Dr. Fletcher's, 298.

NAVAL HISTORY. See **HISTORY**.

NAVAL TACTICS. See **TACTICS**.

NELSON, Lord, prayer used on account of the victory of, 367. Arrives in England, 428. Is entertained by the Lord Mayor, 429. Is presented with a sword by the Chamberlain of London, 430.

NEUTRALS, maritime rights of belligerent nations relative to, 206.

NORRIS, Sir **JOHN**, original letter of, 117.

NORTHERN CONFEDERACY, particulars concerning, 499.

NORTHERN POWERS, their naval force, 158.

INDEX.

158. General observations on their conduct, 159.
NOVEMBER, general naval observations for, 425.

O.

OCTOBER, general naval observations for, 334.

ORFORD, Lord, original letter of, to Sir Cloudesly Shovel, 205.

P.

PASLEY, Sir **THOMAS**, Bart. enters the service, 349. Removes into the *Weazel*, *ib.* Follows Captain Digby into the *Dunkirk*, *ib.* Is engaged in the expedition of September 1757 against *Rochefort*, *ib.* Appointed to the Roman Emperor fireship, 351. Removes into the *Huzzar*, *ib.* Follows Captain Elliot into the *Eolus*, *ib.* Engages two French frigates, *ib.* Employed on the Irish station, *ib.* Engages *Thurot's* squadron, *ib.* Captures two Spanish West India-men, 353. Made a post captain, 355. Convoys a West India Fleet, *ib.* Receives the thanks of the merchants of the cities of London and Bristol, 355. Convoys a second fleet, and is again thanked, 356. Appointed to the *Jupiter*, *ib.* Is attacked by *Suffrein* in *Porto-Praya* Road, *ib.* Captures five Spanish vessels, 357. Invested with the chief command in the *Medway*, 358. Ordered to join the main fleet, *ib.* Hoists his broad pendant on board the *Bellerophon*, under the orders of Lord *Howe*, 359. Chases a detachment of the enemy's fleet, *ib.* Made rear-admiral of the *White*, 360. Engaged in the action of the First of June, *ib.* Loses his leg, 362. Receives a complimentary card from Earl *Howe*, and a letter from the Right Hon. Mr. *Pitt*, signifying his Majesty's gracious disposition to confer on him the dignity of Baronet, 363. Has a pension granted to him, *ib.* Appointed commander in chief in the *Medway*, 364. Made port-admiral at *Plymouth*, *ib.* Rear-admiral of the *Red*, *ib.* Vice of the *White*, *ib.* Vice of the *Red*, *ib.* Heraldic particulars respecting, *ib.*

PHÉLIPPAUX, M. a slight account of,
PHILOSOPHICAL PAPERS AND USEFUL NAVAL PROJECTS, 51, 56, 123, 218.
PLATE XXXVI. Portrait of Earl *St. Vincent*, 1.

— **XXXVII.** Representation of the action fought off *Cape St. Vincent*, 14 Feb. 1797, 47.

— **XXXVIII.** Portrait of Lord *Duncan*, 81.

— **XXXIX.** Representation of the action off *Camperdown*, 128.

— **XL.** Portrait of Admiral *Barrington*, 169.

— **XLI.** Situation of the *William Tell* on the 24th of March, 1800. 233

— **XLII.** Portrait of Sir *Erasmus Gower*, Knight, 257.

— **XLIII.** Representation of the British and French fleets at the *Grand Cul de Sac*, on the 15th December 1778. 297.

— **XLIV.** Portrait of Sir *Thomas Paisley*, 349.

— **XLV.** View of *Gibraltar*, 381.

— **XLVI.** Portrait of Sir *Sidney Smith*, 445.

— **XLVII.** View of the Interior Harbour, *Brest*, 483.

— **XLVIII.** Chart of *Brest*, 485.

PLYMOUTH REPORT, 78, 161, 339, 433, 518.

POETRY: On Rear-Admiral Lord *Nelson's* victory, 60. Elegy on Captain *Courtenay*, 129. Great Britain, 230. Stanzas on the capture of the *Fondroyant*, of 84 guns, by the *Monmouth* of 64, anno, 1758, 322. Verses on launching a ship at *Chatham*, 324. The Orphan Boy's tale, 406. Sonnet on leaving *Southampton*, 407. The Sailor's Prayer before action, 208. Description of a Calm at Sea, at morn, 411. Verses by G. Keate, Esq. to Capt. *Bligh*, 494. Elegy on the death of some sailors wrecked near the coast of *Cornwall*, 496. Verses written on reading some interesting anecdotes in the life of Earl *St. Vincent*, 497. Epigram, 498. Epitaph on an honest sailor, *ib.*

POTTER, **THO.** executed for murder, 503.

PORTSMOUTH REPORTS, 164, 339, 438, 524.

PROCLAMATION, **RUSSIAN**, relative to *Malta*, and the embargo, 510.

Q.

QUARANTINE, proclamation on the subject of, 245.

QUEEN INDIAMAN, loss of, 344.

R.

RESISTANCE, narrative of her loss, 209.

—, crew of, account of the survivors of the, 160, 209.

RIGA, vessels detained at, 500.

ROBERTSON, Dr. his essay on fevers, 57.

ROOKE, Sir **GEORGE**, anecdote of, 365.

RUDDER, description of an artificial one, 56.

RUSSEL, Admiral, original letter of his to Sir *Cloudesly Shovel*, 204.

RUSSIA, condition of the British subjects detained in, 500.

STA,

INDEX.

S.
SEA, experiments concerning the luminous appearances of the, 486
SEARLE, W. indicted for murder, 502.
SHAIRP, STEPHEN, Esq. his letter respecting the state of the British subjects detained in Russia, 500.
SHILINGA, an Indian vessel, 492.
VENTRIS, THO. indicted for murder, 502.
ST. VINCENT, JOHN JERVIS, Earl of, enters the service, 3. Accompanies Sir Charles Saunders in the expedition against Quebec, *ib.* Made a commander, and appointed acting captain of the Experiment, *ib.* Captures a large xebec, 4. Entertains the Duke de Chablais, 5. Promoted to the Foudroyant, *ib.* Joins the Channel fleet under Admiral Keppel, 6. Gives evidence at the subsequent court martial, 7. Acts a distinguished part in an engagement with a French fleet off Brest, 8. Is promoted by Vice-Admiral Barrington, 9. Is wounded, 10. Invested with the order of the Bath, 11. Attends Earl Howe to Gibraltar, *ib.* Advanced to the rank of commodore, and hoists his broad pendant on board the Salisbury, *ib.* Elected a member of parliament, *ib.* Opposes the fortification of the dock yards, 12. Befriends Captain Brodie, *ib.* Made rear-admiral of the Blue, *ib.* Of the White, *ib.* Is appointed captain of the fleet under Admiral Barrington, in the expectation of a rupture with Russia, *ib.* The fleet dismantled, *ib.* Accepts the command of a squadron equipped for the West Indies, *ib.* Conquests of the islands of Martinico, St. Lucia, and Guadeloupe, 13. A French force eludes the British fleet, and reaches Guadaloupe, *ib.* The character of Sir John Jervis, together with that of the general of the army, traduced by certain planters and merchants, 14. Dignified and satisfactory reply of the naval and military commanders, *ib.* Several of the persons who had joined in the clamour wait on Sir John Jervis, and express their approbation of his conduct, 30. The House of Commons renews its vote of thanks, 31. Speech of Mr. Wilks on presenting the freedom of the city, *ib.* Sir John takes the Mediterranean station, 32. Is made vice-admiral of the White—Admiral of the Blue, *ib.* Defeats the Spanish fleet, 35. His official letter, *ib.* Comparative view of the force of the British and Spanish fleets on this occasion, 36. Sir John is created Baron Jervis of Meaford, and Earl St. Vincent, 40. A pension bestowed on

him by parliament, *ib.* Blockades Cadix, 41. Sails in search of the Brest fleet, *ib.* Commands the Channel fleet—Arrangements of its line of battle, 255. Heraldic particulars, *ib.*
ST. VINCENT'S, representation of the action off, Plate XXXVII, 47.
SHIPWRIGHTS, decayed, plan for the support of, 399.
SHOVEL, original letters of Sir CLOUDSLEY, 116.
SIGNAL BALLS, scheme for improving, 133.
SIGNALS, Mr. Gower's scheme of naval, 133.
SMITH, Sir WILLIAM SIDNEY, his letter to Capt. Thevenard, 336.

_____, enters the service, 446. Made a fifth lieutenant, 447. Enters the Swedish service, *ib.* Is engaged in the battle of the gallica, 450. Receives the grand cross of the order of the sword, 452. Serves as a volunteer, *ib.* Volunteers his service at Toulon, *ib.* Destroys the enemy's arsenal, &c. 453. Appointed to the Diamond, *ib.* Makes an attempt on two ships near La Hogue, *ib.* Attacks a French squadron in Herqui, 455. Captures a French lugger at Havre, 458. Is taken prisoner by the French, *ib.* Imprisoned in the Temple, *ib.* Enters into several plans for his escape, 459. Means by which his escape was effected, 466. Reaches Rouen, 468. Arrives in London, *ib.* Has a private audience with his Majesty, *ib.* Appointed to the Tigre, *ib.* Made a commodore, and sent to the coast of Egypt, *ib.* Defends Acra, 469. Receives the thanks of parliament, 470. Enters into a convention with General Kleber for the evacuation of Egypt, 472. Its ratification refused, 473. Reported to be succeeded in his command by Sir R. Bickerton, 477. Heraldic particulars of, *ib.*

STAG, loss of, 254.
STURT, CHARLES, Esq. providential escape of, 394.
SWEDEN, a convoy of, disputes the rights of the British flag, 157.
SWEDISH note to the Spanish Minister, respecting the affair at Barcelona, 411.
SWIMMING, French prizes for excellent, 142.
SOUTHAMPTON, Earl, list of, 296.

T.

TACTICS, NAVAL, illustrations of, 42, 114, 198.
_____, French essays on, 143, 222, 227.

TEMPLE,

INDEX.

- TEMPLE, account of Sir William Sidney Smith's imprisonment in the, 459.
 TIGER, when taken, 468.
 TORINGTON. See BYNG.
 TOULON PAPERS, supplemental notes to, 478.
 TRANSIT, a newly invented vessel, the principles upon which it is constructed, 51, 135.
 TRUXTON, Commodore, of the American service, official letter of, 120.
 TRINCOMALE, particulars of the melancholy fate of the, 319.
- V.
- VAN DIEMEN'S LAND discovered to be an island, 159.
 VAN, pressure upon the, examples of the success of, 42.
 VENERABLE, extracts from the log-book of, 108.
 VENGEANCE, capture of La, 440.
 VESSEL, intending to sail with celerity, arguments tending to illustrate what ought to be the shape of, 135.
 VICTORY, extraordinary, of an English captain over a numerous Turkish fleet, 367.
- VIGO-BAY, some vessels cut out of, 243.
 VINCENT. See ST. VINCENT.
- W.
- WALLIS, Captain, testimony of his excellent character, 160.
 WALTON, Capt. his laconic dispatch, 111.
 WELCH COAST, soundings taken of the, 337.
 WEST INDIA DOCKS, ceremony of laying the first stone of, 64.
 WEST INDIA REPORT, 439.
 WHITAKER, Sir EDWARD, original letter of, 383.
 WILLIAM TELL, French account of the capture of, 233. Remarks on the same, 317.
 ———, situation of on the night of the 19th March, 1800, Plate XLI. 233.
 WHITE, captain, account of, 261.
- Y.
- YOUNG, capt. biographical notice of, 446.

INDEX to the GAZETTE LETTERS, in VOL. IV. ; containing Accounts of the Captures, Proceedings, &c. by and of the under-mentioned Officers and Ships.

- | | | |
|----------------------------|-----------------------------|-----------------------------|
| A NDROMEDA, 72 | Defence, 67 | Keith, Lord, 69, 74. 150. |
| Anson, 237 | Durban, Capt. 416 | 325. 504 |
| Argo, 419 | Durham, 237 | Knight, Capt. 415. 418. 419 |
| Badger, 325 | El Corso, 413 | Lark, 149 |
| Baker, Capt. 149 | Excellent, 417 | Loire, 72 |
| Ballard, 325 | Fayerman, Capt. 325 | Loring, Capt. 149 |
| Beaulieu, 325 | Ferris, Capt. 152 | Louis, Capt. 328 |
| Boadicea, 155. 238. 414 | Fisgard, 67. 70. 150. 155. | Lukin, Capt. 420 |
| Bond, Lieut. F. G. 508 | 414 | Lutwyche, vice-ad. 418 |
| Bowen, 419 | Fly, 237 | Martin, Capt. 67. 70. 150. |
| Butcher, 418 | Flora, 152. 414 | 155. 327. 328. 414 |
| Calypso, 149 | Fowke, Capt. 417 | Melpomene, 71, 72 |
| Campbell, Capt. 74 | Halsted, Capt. 327 | Mermaid, 69, 74 |
| Captain, 507 | Hamilton, 71, 72 | Middleton, Capt. 152. 414 |
| Childers, 505 | Hazard, 152 | Milbank, 68. 416 |
| Clyde, 416, 417 | Hocquard, Mr. 152 | Milne, 421 |
| Cockburne, Capt. 154. 414. | Hood, Capt. 238 | Minime, 152. 414. 416. 417 |
| 416. 417 | Hotham, Capt. 419 | Minotaur, 69. 150. 328 |
| Coghlan, Capt. 145 | Immortalité, 419 | Montague, 415. 418. 419 |
| Constance, 68 | Impetueux, 153 | Mudge, Capt. 237 |
| Courageux, 238. | Indefatigable, 171 | Nereide, 505, 506 |
| Cunningham, Capt. 416. 417 | Inman, 153 | Netley, 508 |
| Curzon, 71. 420 | Keata, Capt. 153. 238. 327. | Newman, 72 |
| Dart, 73 | 328, 329. 414. 415 | |

INDEX.

- Nile, 418
 Norris, Capt. J. N. 504
 Northumberland, 327, 328
 Oliver, Capt. 69. 74.
 Parker, Sir H. 149, 150, 326
 Pasley, Sir T. 68
 Pearl, 325
 Pellew, Sir G. 153
 Phaeton, 504
 Phoenix, 327
 Price, Capt. 325
 Proselyte, 417
 Queen, 149, 150
 Renown, 67. 70. 150. 153,
 154. 238
 Rickets, Capt. 413
 Royal George, 153, 154.
 Ruby, 252
 St. Vincent, Earl of, 67. 70.
 150. 153. 154. 237. 325.
 413. 415. 417, 418, 507
 Senic, 421
 Seymour, Lord, 68. 239. 326.
 420
 Skipsey, Capt. 415
 Spitfire, 68
 Stopford, 418
 Strachan, Sir R. 507
 Tamer, 239
 Termagant, 415
 Towry, Capt. 154
 Ville de Paris, 67. 70. 150
 Viper, 154
 Unicorn, 67
 Uranie, 154
 Warren, Sir J. B. 67. 70.
 150. 238
 Watkine, Capt. F. 505, 506
 Weazel, 416
 Western, T. 239
 Wight, Capt. John, 504
 Wolverene, 155. 504
 Wright, Capt. 68. 155
 Yeo, Lieut. 413

INDEX to the PROMOTIONS and APPOINTMENTS.

- A**LT, Lieut. 167. 256
 Atkins, F. Esq. 525
 Beaulclerk, Lord Amel. 525
 Bedford, Capt. 347
 Bickerton, Adm. Sir R. 525
 Bickerton, Sir H. 255
 Bland, Capt. 256
 Bond, Lieut. 526
 Borer, Capt. 256
 Broughton, Capt. 89
 Browne, Lieut. 167
 Browne, Capt. 443
 Burke, Lieut. 347
 Butcher, Lieut. 525
 Calder, Sir R. 167
 Campbell, Capt. 80
 Campbell, Capt. P. 167
 Chapman, Mr. 443
 Chatham, Lieut. E. 526
 Coats, Com. 443
 Cobb, Capt. 525
 Cockrane, Lord. 167
 Conn, Lieut. 167
 Cotton, Sir C. 255
 Daws, Col. 256. 443
 Devonshire, Capt. 80
 Dick, Capt. 167
 Dickson, Capt. E. S. 525
 Domet, Capt. 413
 Don, Rev. H. 107
 Duckworth, Adm. 255
 Duncan, Com. 443
 Duncan, Mr. 526
 Dundas, Hon. G. L. 167
 Durhan, Capt. 525
 Faulkland, Lord, 256
 Fisher, Mr. 107
 Flight, Lieut. Col.
 Folvil, Lieut. 526
 Forster, Capt. S. 255
 Foy, Capt. 256
 Freemantle, Capt. 167
 Gambier, Ad. 505
 Gardner, Sir A. 167
 Gower, Ad. Sir Eras. 525
 Griffiths, 167
 Halliday, Capt. F. 525
 Hamilton, Sir Ed. 347
 Hammond, Capt. 525
 Hancock, Lieut. R. T. 256
 Hancock, Lieut. 256
 Hardy, Capt. 525
 Hardy, Capt. 443
 Harvey, Sir H. 255
 Hartwell, Com. 443
 Haweis, Lieut. 256
 Hill, Capt. H. 255
 Hird, Lieut. W. 167
 Holloway, Adm. 347
 Honeyman, Capt. 347
 Hope, Capt. 443
 Hope, Capt. G. 255. 523
 Hoskins, Mr. 443
 Inman, Capt. 80
 Inglefield, Com. 443
 Irwin, Capt. 443
 Keen, Capt. 256.
 Kindall, Lieut. 443
 Kindall, Lieut. E. 526
 King, Capt. E. D.
 Kingsmill, Sir R. 442
 Kinnear, Capt. 347
 Lewis, Capt. 347
 Linzie, Lady, 168
 Mainwaring, Capt. 80
 Malton, Capt. 256
 Meek, Mr. J. 526
 Mein, Lieut. 526
 Miller, Capt. 443
 Mitchel, Sir A. 255
 Mouart, Capt. 117
 Monday, Capt. 525
 Munro, Capt. 167
 Nokes, 347
 Northesk, Earl, 255
 O'Brien, Capt. 525
 O'Brien, Lieut. E. 255
 Ommamey, Capt. 347. 525
 Ormsly, Lieut. 443
 Palmer, Lieut. 256
 Park, Mr. 443
 Parker, Sir H. 347
 Pattee, Lieut. 443
 Paul, Lieut. 526
 Pearson, Sir Richard, 526
 Phillips, Capt. 443
 Popham, Sir H. 167
 Prowde, Capt. 256
 Pryme, Mr. 443
 Rainier, Ad. 525
 Retalic, Capt. 255
 Retalich, Capt. 525
 Richards, Lieut. 526
 Rickets, Capt. 525
 Rowcliff, 167
 Rowley, Capt. 525
 Russel, Capt. 443
 Searle, Capt. 256
 Sedgewick, Capt. 256
 Seymour, Lord, 255. 443
 Seymour, Capt. M. 167
 Shachey, Lieut. 443
 Somerville, Mr. 347
 Stephens, Capt. 525
 Telfer, Mr. A. 526
 Thompson, Capt. A. 80
 Thompson, Capt. N. 166
 Thompson, Capt. L. 255
 Troubridge, 167
 Walker, Capt. 347
 Wallis, Lieut. P. Esq. 167
 Wardlace, Capt. 167
 Warren,

INDEX.

Warren, Sir J. B. 525	Whitshed, Ad. 525	Wisely, Mr. 526
Wathen, Capt. 347	Wilkinson, J. Esq. 187	Wright, Capt. J. 80
Weobly, Capt. 167	Wilson, Capt. J. 80	Wymes, Lieut. 443
White, Capt. 443	Winter, Capt. 167	Young, Capt. 80
White, Mr. M. 526		

INDEX TO THE PRESENTATIONS.

EASINGTON, Capt. 142	Nelson, Lord. 442	Popham, Sir H. 347
Gardner, Lord. 442	Parker, Sir H. 347	Wallis, Capt. 442

INDEX TO THE MARRIAGES.

ANDERSON, Capt. 444	Fitzgerald, Mr. 168	Nichol, 168
526	Hardy, Capt. 526	O'Brien, Capt. 526
Beaver, Capt. 454	Hastings, Lieut. 444	Parker, Adm. Sir Hyde, 526
Bligh, Vice-Adm. 168	Hill, Mrs. 256	Parry, Mr. 527
Christie, Mr. 347	Hope, Mr. 444	Pasley, Miss. 168
Donald, Mr. 526	Knowles, Sir C. H. 256	Pierce, Miss. 347
Dundas, Capt. 526	Kerr, Lieut. 444	Simpson, Capt. 347
Eyre, Capt. 444	Lucas, Capt. 444	Warren, Capt. 527
Farrer, Capt. 256	Lynne, Capt. 167	Williams, Capt. Sir Thos. 526
Fitzgerald, Capt. 256	Nelson, Mr. 526	Wilson, Lieut. A. 526

INDEX TO THE OBITUARY.

A BAMS, Capt. 444	Geddies, Mr. 528	Mitchel, Mrs. 444
Allen, Adm. 348	Grahme, Capt. 444	Mitchell, Mr. 528
Barrington, Adm. 168	Hall, Capt. 444	Painter, Capt. P. 168
Bayly, Mr. 444	Hallam, Capt. 528	Pierson, Capt. 168
Birch, Lieut. 168	Handley, W. 348	Porter, Mr. 348
Bowen, Capt. 168	Hughes, Lady. 348	Ranelagh, Earl of, 528
Boyd, Capt. 168	Kempthorne, J. 256	Reddish, Lieut. 348
Boyer, Adm. Sir G. 527	Knighon, Capt. 256	Robertson, B. Esq. 528
Braithwaite, Mrs. 444	Lee, Capt. 444	Stanhope, Adm. 528
Campbell, Mr. A. 528	Lloyd, Lieut. 528	Stewart, Lieut. A. J. 528
Dedel, Adm. 444	Locker, Governor, 528	Syme, Capt. 256
Dobie, Mr. A. D. 528	Macpherson, 528	Trant, P. H. 256
Douglas, Lady, 348	Marsh, Com. 444	Wray, Mr. 256
Evans, Lieut. William, 444	Miller, Mr. 528	Young, Capt. 348

OMISSION, page 365, Life of Sir Thomas Pasley.—Magdalen, second daughter to Sir Thomas, was married in the month of September 1798, to Thomas Dowdeswell, Esq. eldest son and heir to the Right Honourable — Dowdeswell, Chancellor of the Exchequer, of Bull Court, in the county of Worcester. Charles, the seventh son, is still living, and his three sons, together with as many daughters.



